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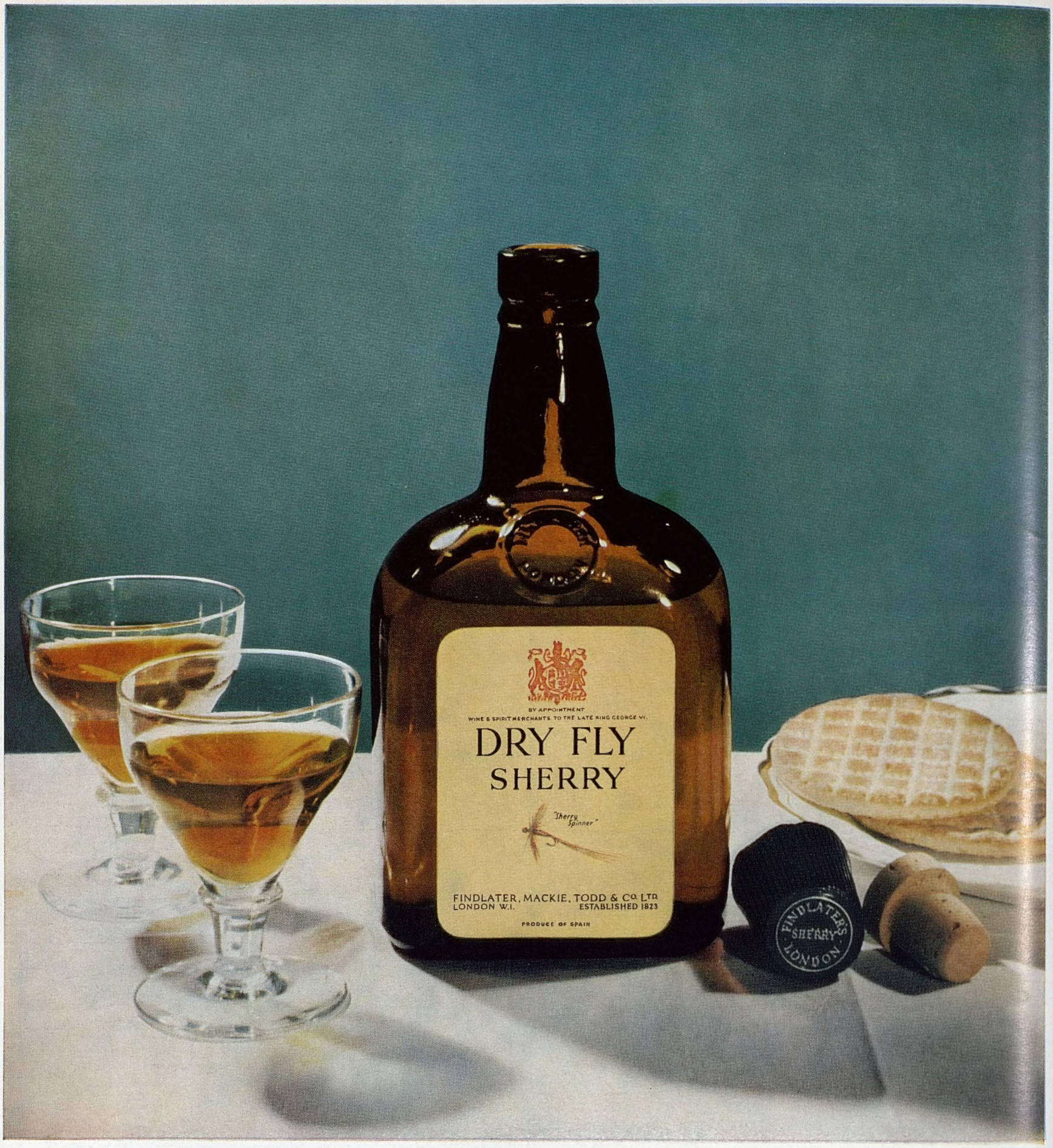

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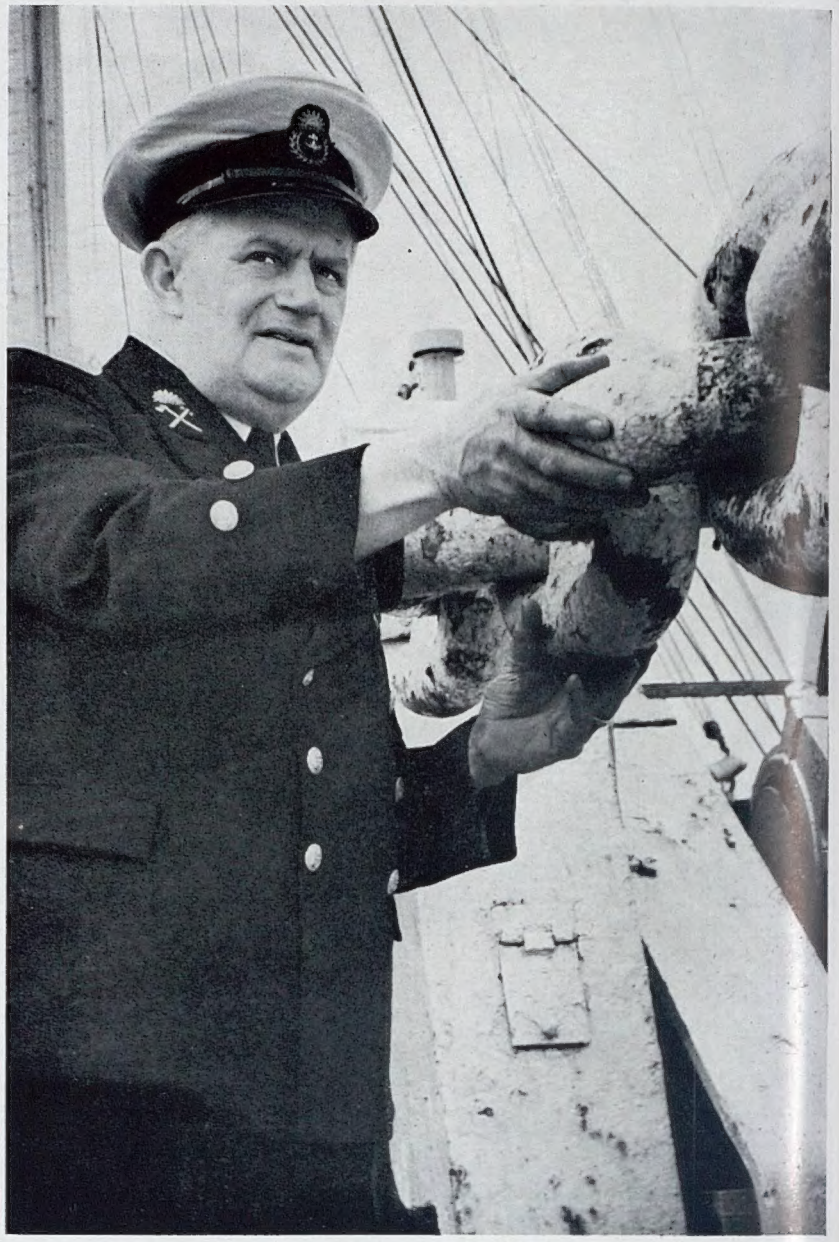

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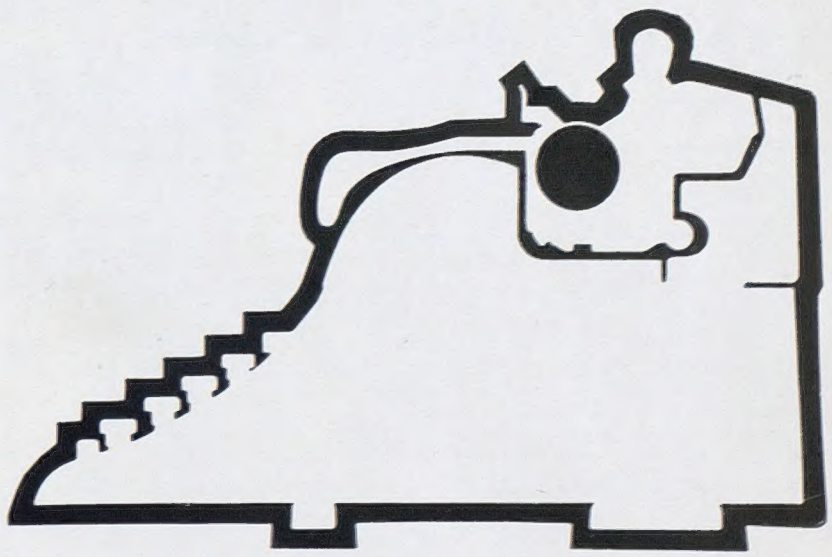

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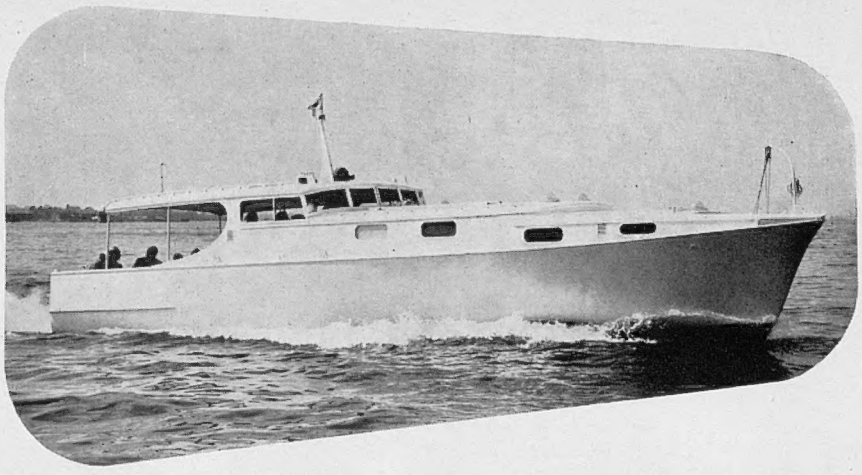

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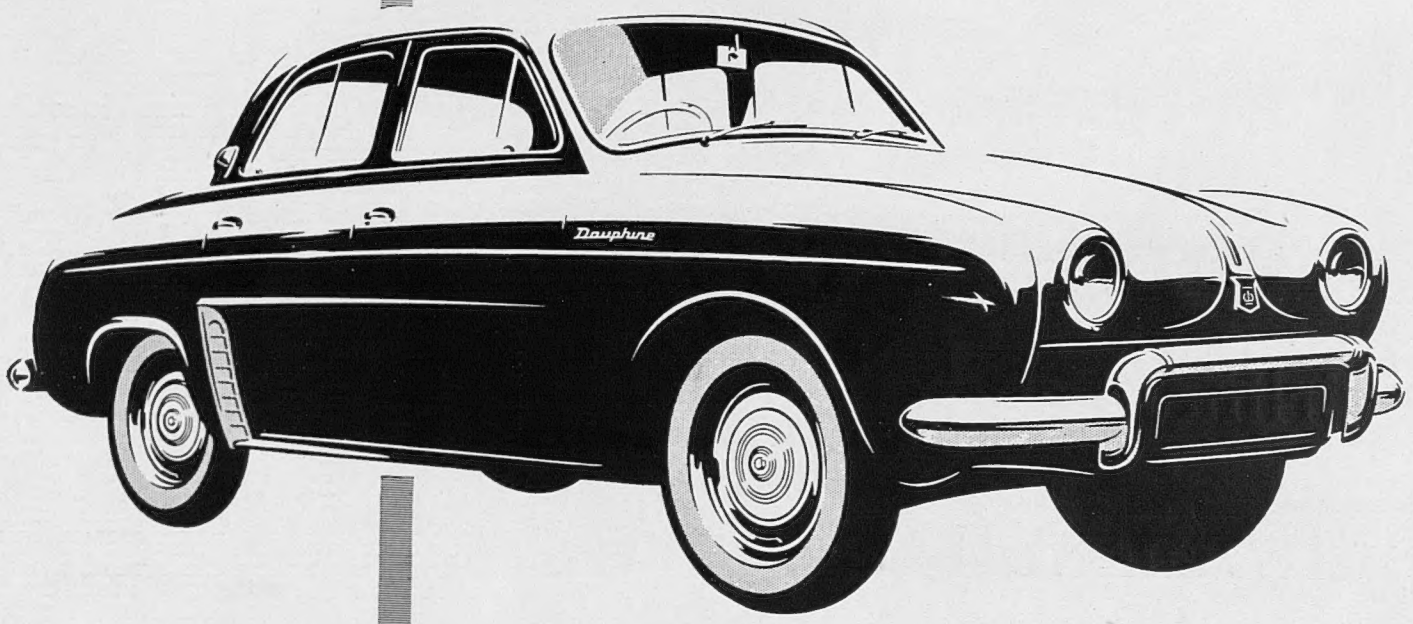

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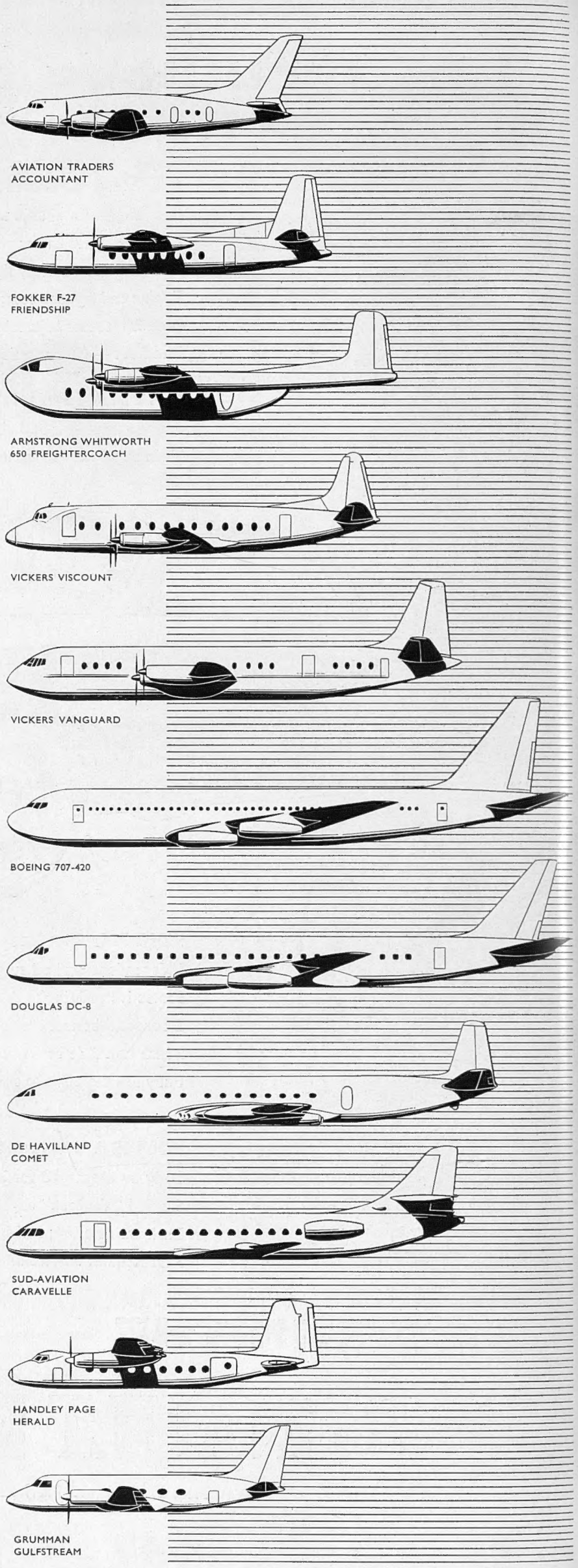

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Volume CCXXXI No. 3010 The SPHERE, London, December 7, 1957

The SPHERE

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PRESIDENT EISENHOWER'S RAPID RECOVERY—HE MAKES HIS FIRST PUBLIC APPEARANCE AFTER HIS ILLNESS : He is seen with Mrs. Eisenhower and the Rev. Edward Elson leaving the Thanksgiving Day Service at the National Presbyterian Church in Washington. Earlier last week the world had been alarmed by the news that he had suffered a mild stroke. Although his medical advisers had stated that he was making excellent progress, his appearance in the church caused "utter amazement."

It was with great relief that the Free World learnt that the President's illness was by no means as serious as was at first imagined. Having shown himself to the public at a Thanksgiving Service in Washington, he went to his farm at Gettysburg for last week-end. On Monday he returned to Washington, and it was hoped that in the afternoon he would be able to preside, at least for part of the time, at a meeting of his Cabinet. This was an unusually important meeting because it had to make a final review of next year's legislative programme and of American policy at the forthcoming NATO Council Meeting. Whether Mr. Eisenhower himself would be able to attend these vital talks in Paris was uncertain, but the very fact that there was such a possibility was evidence of his recovery. According to the White House, he will go to Paris "if he can and if his doctors say he can." If he cannot go, Vice-President Nixon will take his place. Whoever leads the American delegation, United States policy will be bi-partisan and it is believed that Mr. Adlai Stevenson may be present in Paris. (Further pictures of the President, pages 367 and 371.)

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THE ROYAL VISIT TO THE BRITISH MUSEUM: The Queen and the Duke of Edinburgh are greeted by the Archbishop of Canterbury, one of the trustees. Later Her Majesty presented to the Master of the Rolls the Carleton Papers, from the American War of Independence.

A NEGLECTED PARKING PROBLEM: Cars obstructing the drinking-trough are not appreci Mr. Reg Watson, Nobby's driver, complains that parked cars are the bane of his l Cattle Trough Association have some 150 troughs throughout Gre

A London Newsletter

195-198, STRAND, W.C.2

President Eisenhower.—President Eisenhower's illness could not have come about at a more unfortunate time. For personal, no less than political, reasons the sympathy and regret of all Western nations will go out to him. When he accepted nomination for another term in the most onerous job on earth, there were many who doubted that his health could stand the strain and many who said that the choice of Vice-President would be all important. In truth, there is no evidence that his illness is due to overstrain and no certainty that his deputy may not prove to be a Truman. But quite certainly his untimely illness knocks the stuffing out of the summit conference in Paris, unless after all he is able to be present, which was a possibility the White House was indicating last week. There would be sound reasons for a postponement of a *Hamlet* without the Prince. Mr. Macmillan's talks with the French Premier at the end of last month clearly revealed that France is in no co-operative mood, preoccupied as she is with the Algerian and the *still* grievous Tunisian question and her fearful economic problems at home. And the pros and cons of Germany's contribution were never more fluid and indeterminate than now. The NATO meeting in Paris may now be merely exploratory, an effort to reduce the issues to some sort of workable agenda for future discussion at highest level. And in view of the shortness of time and the lack of agreement, the conference should attempt no more. But time is not on the side of the Western Alliance.

New Approach to an Uphill Road ?—Mr. Kennan's third Reith Lecture sustained interest in our most thorny problem of relations with the East and gave no new hope of any early solution. His theme was confined to Europe and he made clear that the German problem was the bones and beak of the problem. He argued indisputably that the present tense situation among the Eastern European satellites could only end in one of two ways, both disastrous to the West. Either one or more of the satellites would "explode" on the Hungarian pattern, or each and all would gradually and reluctantly accept Soviet domination as final and sink into apathy. To avoid these two evils, the withdrawal of Russian troops from East Europe is the only hope. The military rivalry between East and West is obviously most active in Germany. But German unification can only be achieved if Russia can be satisfied that unification will not weaken her strategic position. That at once brings on the question of NATO garrisons on German soil, and the vital doubt as to whether the withdrawal of America's contribution would lead to America pulling out from European concerns *in toto*. That would mean disaster for the West. But Mr. Kennan offers for debate the proposition that the West may be exaggerating the dangers to the West of a mutual withdrawal of forces from the heart of Europe. The time is not propitious for re-examining Western policy on German unification at a moment when Germany's contribution to NATO's military strength is an urgent issue. But the German people are at present reluctant to assume nuclear responsibilities and it is at least worth re-examining the possibility of a unified Germany, *not* geared to modern war, turning out a better bargaining counter between East and West, even if it left to Fate and the will of the nation Germany's future military orientation. The continuous build-up of NATO and the continued participation of America in the defence of free Europe are still basic Western policy, but perhaps the West *has* tended to exaggerate the importance in the free alliance of a Germany armed to the teeth. Mr. Kennan offers no more than the exploration of a new avenue.

Life Peerage Bill.—My bet is that the Life Peerage Extension Bill—that nibbling at reform—will become law exactly as it stands and that individual efforts to enlarge the scope of the nibble will fail, whether proposed by Tories or Socialists. The Socialists in the main will let it pass because they believe that the House, as at present constituted, will kill itself if not given a root-and-branch new look when Labour rules again. So long as no new powers or restored powers are attempted, they are prepared to swallow such bits and pieces of reform, which cannot hope to achieve a fairer party balance. A few Conservative peers are conscious of the incongruity of the ancient structure, and there may be a proposed amendment to enable hereditary peers to "opt out" of the Upper and stand for election to the Lower House and another may seek to enlarge the Bill's scope, on the principle of election of Scots peers, in proposing the choice by the hereditary peers of a limited number of their body to sit permanently or for a Parliament. These amendments are very unlikely to receive much support from either side. The Government is resolved on a nibble and the Socialists are prepared to wait. In all types of reform demanded by changes in democratic thought—and the hereditary principle is certainly one such—the Tories always strain at a camel and reluctantly swallow a gnat of concession. The House of Lords, if in the next decade it is to retain any vestige of the shape that most far-sighted Tories hope it may retain, is likely to be the victim of such nibbling. A last chance is being thrown away

Forty-Hour Week.—No doubt a forty-hour week will be general in British industry in the not distant future, if in the next few anxious years we have managed to survive in the fierce competition for markets for our goods. We are told that a general concession of a forty-hour week would cost the country £1,000,000,000 a year. If that increase in overhead did not raise the prices of our exports, it would be a remarkable reversal of recent experiences in individual industries. The fact that the U.S.A. work a general forty-hour week might be an argument for Britain now following suit, if the U.S.A. were compelled to rely on their exports to pay for their raw materials and, indeed, their food. They don't. We

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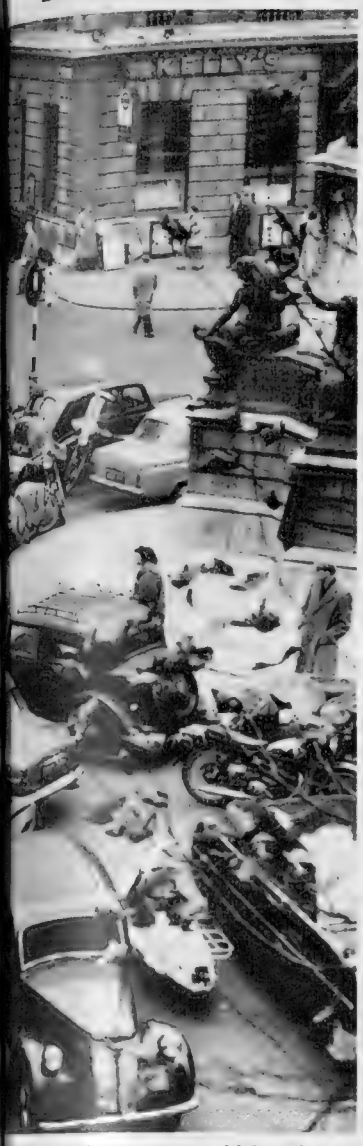


Nobby, a fourteen-year-old bay horse. Metropolitan Drinking Fountain and don besides this one in the Strand.

A NEW SPIRE FOR A FAMOUS CHURCH: Workmen prepare the concrete base for the new spire of All-Hallows-by-the-Tower in London. The church suffered very badly during the war and £106,000 has since been spent on repairs. The Vicar of All-Hallows is the Rev. P. T. B. "Tubby" Clayton, the founder in 1919, of the Toc H movement, in which men and women are pledged to Christian fellowship and service.

ust do so. No doubt, the shipbuilding and engineering ions confidently expected the refusal they received from e Employers' Federation for their demand for a forty-our week, with the extra frills of twenty holiday days at a day and compulsory holidays for all, willy-nilly. In tting the claim forward the unions broke in spirit the ntlemen's agreement of May last, and there are oblique gns that among the workers concerned there was lack unanimity in the rightness of the demands, in point of ne and detail. At any rate there are signs that in certain gineering unions many workers have grown weary of travagant demands preferred for political rather than und economic considerations, and it does not follow at drastic action on the lines of go-slow or overtime-anning will follow a refusal (which was certainly expected) a claim which was probably admitted to be unrealistic -day. No doubt, it was preferred in part as a quick unter-attack in the so-called "War on the Unions" clared by the Government. If so, there will be many in th camps who will suspect that some of the workers' aders live in cloud-cuckoo-land, perched on a flimsy anch that sways with each repetition of their foolish call.

Local Government Reform.—No doubt st county councils desire to be "free from Whitehall," eling, often rightly, that they understand better than ficials in Whitehall, the particular needs and circum-ances of the areas which, more or less, they control. hether their greater knowledge of their areas reveals a gher degree of taste in matters of amenity is disputable, t both central and local planners often reveal deplorable ste and judgment. But that is another story which the cal Government Bill does not pursue. The new Stand-g Commission is to review comprehensively the selected eas in the North and Midlands with a view to complete verhaul so far as overhaul can be agreed on. For the st, the Commission will try to settle the "counties ttern" and on that pattern the county councils will adjust the areas and functions of their own local thorities, modifying the strict division into "rural" and urban" and seeking to make the functions of each constituted local authority as far as possible compre-ensive of all local needs. But very little guidance is ven, and many functions are already reserved. I know o little of local government to discuss finance, block ants, rating revision, and so on. Revision of boundaries okes as much bitter obstinacy and jealousies from local ide as is seen in religious controversy. But this I do ow: the ratepayer feels very strongly that the local thority who has the spending of his money should give oof at last that it appreciates the importance of giving lead and an example in economising, especially where onomy may increase efficiency. No doubt the money (if not the time) wasted in overloaded, overlapping committees is mere "chicken-feed" in modern administrative finance. But if the pence are taken care of, the pounds go further. Take, as one single example of senseless, tradition-bound extravagance in a small way, the dear old standing joint committee, once deemed necessary and performing useful functions. From it have long since been removed practically all the functions of its large magisterial moiety of representatives—to the newer magistrates courts committee. But still that moiety attends each quarter and draws its "allowances" for travel and wastes time in intervening in matters outside its province. Small wonder if the ratepayer wants proof that its local authority is fit to use the ratepayer's money to the best advantage in a realistic effort to cut the cackle and get down to business.

Almost Certainly.—An item deemed worthy of special inclusion in the stop press news of a great daily read: "Mr. Dulles declared to-night that NATO would 'almost certainly fight back' without waiting for declaration of war, if attacked in the field." This pregnant statement gave me an impression of the uncertainty and philosophic doubt which befogs so many of the efforts we make to buttress our security in a world of uncertain, inestimable dangers; pouring out money and words in an effort to assure ourselves and our potential enemies that we mean business and have the means to do business. I am reminded of my own Territorial unit's preparation for overseas war in 1914. When our squadron leader gave us the order: "Prepare to mount or, better still, don't," we lost confidence in his leadership and so did the inspecting general. That "almost certainly" seemed to me not only characteristic of Mr. Dulles but characteristic of Western thought. NATO itself blows hot and cold, with boast and assurance designed as convincing warnings to Russia and admissions of frailty intended for Western attention, but if the burning minute should ever break, it will not do if NATO forces receive the order "Prepare to mount or, better still, don't."

A Nine-Day Wonder.—A passionate plea that the word *sputnik* shall not join such words as *strafe* and *blitz* in our dictionary of current English is quite possibly unnecessary. The earth-shattering event which put the word on every tongue has proved almost literally a nine-day wonder. By the middle of November the movements of the Russian satellites had ceased to be "news," when No. 1 had circled the earth only 700 times (or 18,000,000 miles) and No. 2 well under 7,000,000 miles. *Sputnik's* progress became no more interesting to the general reader than a reference to *The Pilgrim's Progress*. Never did a scoop story of such magnitude fade out so quickly. The thing became a bore, just "one of those things." Whether the public began to suspect that much of the build-up was propaganda and many of the claims a clumsy hoax, or whether it returned with relief to the little things which make up human life and create chief interest on our small globe, I do not know. But perhaps *sputnik*, if it gains dictionary status, will be synonymous with other foreign importations such as *vieux jeu*, *ennui*, and so on. This, if true, will fall hardly on the Americans. For when their space satellite begins its circuit, it cannot hope for even nine days' publicity. It will be "just one of those things" before it has thrice girdled the earth. "Man bites dog" may still be news, but "Man apes God" is already stone-dead as a news-story, and whenever I listen to scientists speculating or pronouncing on the amenities of space-travel in the near future, I am inclined to think that the latter caption, for some years to come, will not be a sure circulation-builder. Many newspaper readers and listeners are adults mentally as well as physically.

THE OLD STAGER

The Old Stager and Oxford.—*Lord Bridges, Chairman of the Trustees of the Oxford Historic Buildings Appeal, has sent us the following letter:* "In THE SPHERE's issue of November 23, Old Stager records that having already subscribed to the Oxford Historic Buildings Appeal, he received three copies in November of the second Appeal letter. He proceeds to describe the appeal organisation as 'haywire' and accuses them of wasting money by bombarding those who have already subscribed. Old Stager ought in fairness to have stated that the second Appeal letter was specifically addressed first of all 'to all of you who have already subscribed' and who were thanked for their generosity, and secondly 'to those of you who have not yet replied.' I am sorry that one individual—particularly one who has subscribed—should have been sent three copies of this letter. But hitherto there has been no single list of all Oxford graduates with up-to-date addresses, and the Appeal Office has had to work on the lists (many of them out of date) of twenty-eight colleges, supplemented where possible from other sources. In these circumstances, an occasional slip can hardly be avoided. Such a slip seems shall I say rather a lighthearted or flimsy basis for Old Stager's accusations of muddle and waste. May I assure him that the Appeal organisation is thoroughly competent and economically run. To date, the total costs of administration (including staff, printing, postage, etc.) are about 1½ per cent. of the total promised or subscribed. The final percentage depends of course a good deal on how quickly people reply."

THE FIRST AMERICAN SATELLITE

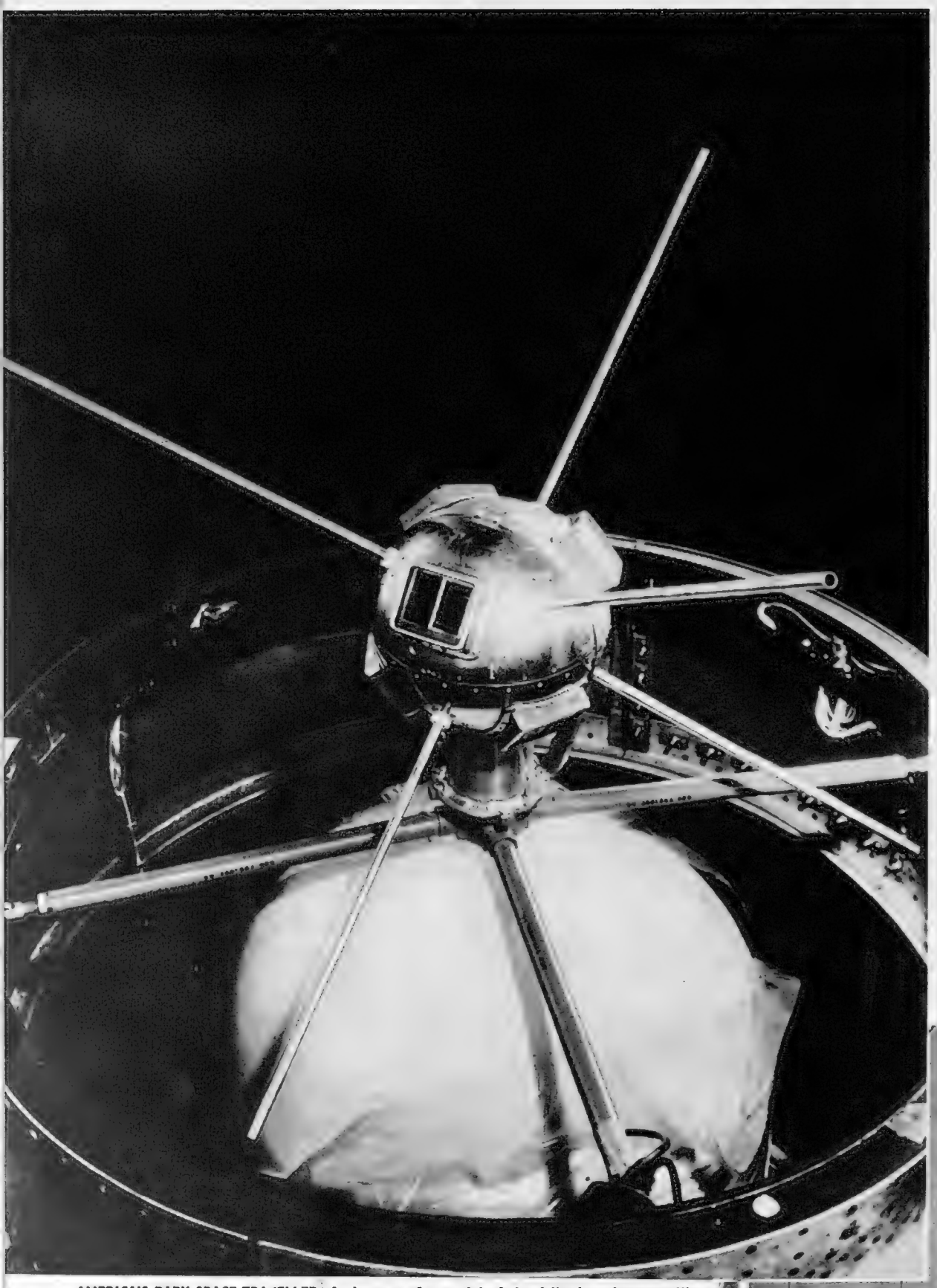
The U.S. Challenge to the Sputnik is Tested

Compared with Sputniks I and II which continue to circle the earth, the American satellite is a baby. It is just under 6½ ins. diameter and weighs only 4 lb. In size it roughly corresponds to a large grapefruit. For the past few weeks missile engineers have been working almost non-stop at Cape Caneveral, Florida, to get the satellite launched this week in order to restore public confidence in the U.S. missile programme.

The satellite is mounted on a third-stage rocket motor in the nose of a Vanguard rocket, 72 ft. in length. It is protected in a shell of phenolic asbestos at launching, but this cone opens in two halves quite early in the ascent and the satellite is then perched on a cylindrical sleeve which stays with it until the third stage of the rocket burns out at about 300 miles above the earth. The satellite's power to transmit messages back to ground observers while it is on orbit comes from solar batteries. They harness the sun's rays through portholes and convert them into electricity. The signals take the form of "bleep" notes similar to the Sputnik signals.

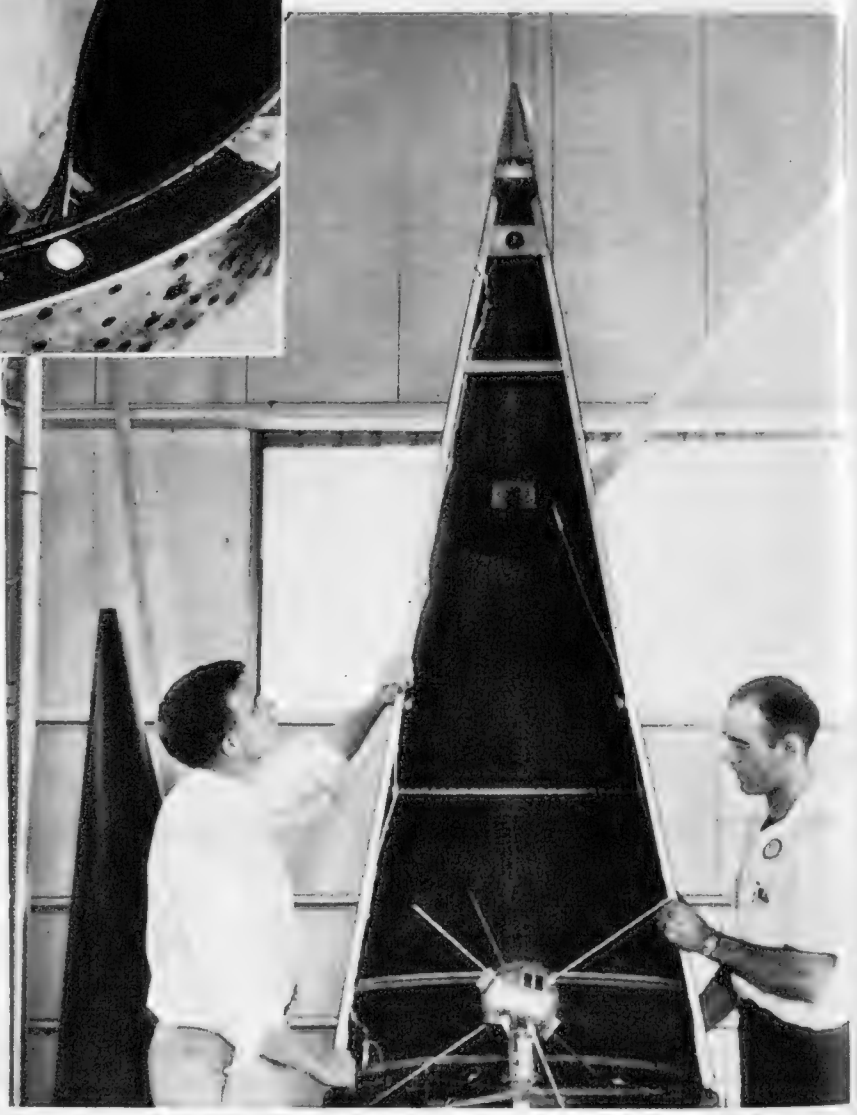
In spite of the satellite launching, concern has been shown in Washington at the progress of development in guided missiles and earth satellites. Senator Kefauver, who is a member of the Senate Preparedness Sub-Committee, said last week that the testimony of defence officials, intelligence officers and scientists amounted to "shocking evidence" of the nation's failure to keep up with Russia in certain scientific and military fields. The Sub-Committee expects that the Russians will launch two more Sputniks this month, one carrying several animals. At the week-end the White House made public a report to President Eisenhower warning him that Russia would almost certainly have supremacy in the next few years unless great efforts were made by the United States.

Steps taken to accelerate the missile programme have included the taking over of the Air Force Thor rocket and the Army Jupiter by the Strategic Air Command. The programmes for the immediate-range ballistic missile and the inter-continental missile have become the concern of S.A.C. Other measures include the lengthening of the Distant Early Warning or DEW Line.



AMERICA'S BABY SPACE-TRAVELLER: A close-up of a model of the 4-lb. American satellite as it would appear mounted on a third-stage rocket motor in the nose of a 72-ft.-long Vanguard Earth Satellite Launching Rocket. The power for its signals comes from solar batteries. Their portholes can be clearly seen as rectangular projections.

THE MODEL SATELLITE IS HELD ALOFT: Senator Lyndon Johnson, Chairman of the Senate Preparedness Sub-Committee, studying the U.S. satellite and missile programme, displays the model of the American satellite. It is under 6½ ins. in diameter.



THE SATELLITE IN ITS NOSE CONE: Employees at the Glenn Martin Co. test tower in Baltimore examine the phenolic asbestos nose cone which protects the satellite on launching. The two halves open like clam shells and are cast off long before it reaches its orbit.

THANKSGIVING DAY SERVICE: With Mrs. Eisenhower clasping his hand, the President arrives at the National Presbyterian Church in Washington on Thanksgiving Day (November 28). On the evening of November 25 he had suffered a mild stroke.

AN UNEXPECTED PICTURE: Mr. Eisenhower leaves the church. No one had expected him to attend. The following day he drove to his farm at Gettysburg. His return to Washington on Monday was earlier than had been anticipated.

THE PRESIDENT'S PROGRESS

Mr. Eisenhower after his Illness

OUTSIDE THE CHURCH: The President stands with Mrs. Eisenhower and the Reverend Edward Elson, the Minister. During the service he had joined in the hymns and heard the Minister ask the congregation to join in a specially-composed prayer for his complete recovery and of thanks for his "dedicated talents of mind and heart" and for his "sacrificial service and steadfast devotion."

On right—

THE WINNING SMILE: The familiar, jovial "Ike" appears to the public for an instant as he leaves the church. At the beginning of this week the question being asked in Washington, and in many other capitals of the world, was whether he would be considered fit enough to take part in the NATO Council in Paris in the middle of this month.

"THE MOST RESPONSIBLE JOB IN THE WORLD": The cares of his most onerous of offices are reflected in Mr. Eisenhower's face. In spite of his reappearance in public and resumption of certain duties, it was reported that there was considerable anxiety in some quarters lest he should over-tax his already badly undermined health.

THE NEWS IN PICTURES

SIR WINSTON CHURCHILL CELEBRATES HIS EIGHTY-THIRD BIRTHDAY: He is standing on the terrace of his country home, Chartwell, in Kent. On his left is his seventeen-year-old grandson, named after him; on his right, his son, Mr. Randolph Churchill, and next to him Field-Marshal Viscount Montgomery. Standing at the end of the group is Lady Churchill. Viscount Montgomery was the only person outside Sir Winston's family invited to join the celebrations. Before lunch on Saturday he and Sir Winston walked through the grounds of Chartwell and looked at the latter's collection of paintings to be displayed in the United States.

A TOWER CRASHES ON A MENTAL HOSPITAL WITH THE LOSS OF SIX LIVES: A rescue team searches among a pile of masonry which blocked a corridor at the Oakwood Mental Hospital, at Maidstone, Kent, after a 75-ft.-high tower collapsed and crashed through the roof several hours after a fire. Three firemen, two members of the hospital staff, a male nurse and a printer and a Polish patient lost their lives. Several of the injured people buried under the debris were brought out soon after the stone tower collapsed.

BREAKING THE LOS ANGELES TO NEW YORK AIR SPEED RECORD: A United States Air Force R.F. 101 jet streaks away from California Airport in an attempt to break the United States Navy's air speed record between Los Angeles and New York. The aircraft was one of six which took part in the attempt. Four of them broke the record. The fastest journey was completed in 3 hours 5 mins. 39.2 secs. This supersedes the Navy's record of 3 hours 22 mins. 50.5 secs. *On left*—One of the jets is seen refuelling in the air during the journey.

THE NEWS IN PICTURES

THE DEATH OF BENIAMINO GIGLI: The world-renowned Italian tenor died at the age of sixty-seven in his villa in Rome last Saturday. Since his debut in his native country in 1914, he had sung opera in all the Italian houses, at the Metropolitan in New York for a number of years, and made occasional appearances in the Royal Opera House, London, and in German, Spanish and Portuguese theatres. He had also made extensive recital tours. Gigli was the sixth child of a cobbler and from his earliest youth sang in the cathedral choir of his birthplace, Recanati. He first appeared at Covent Garden in 1930, returning in subsequent years besides giving recitals in many parts of Britain. He retired from stage and concert platform in 1955.

LABOUR VICTORY IN THE NEW ZEALAND ELECTIONS: Sir Clifton Webb, the High Commissioner, points to the board at the Royal Empire Society in London, where results were posted for the benefit of the New Zealand community. The initials "SC" stand for Social Credit Party, "L" for Labour and "N" for National Party. There were also some Liberal and Communist candidates, but, like Social Credit, they won no seats. When Labour had won 41 seats out of the total of 80 constituencies and the National Party 32, with six results to come, Mr. Holyoake, the National Prime Minister, conceded the election to Mr. Nash, the Labour Leader. It was anticipated that his party's final majority would not be more than two.

THE NEW GOVERNOR OF CYPRUS: Sir Hugh Foot (left) shakes hands with Mr. Lennox-Boyd, the Colonial Minister, after lunching with him in London. He was due to take up his post in Cyprus early this week. Aged fifty, Sir Hugh goes to the island from Jamaica, where he was Captain-General and Governor-in-Chief and made a high reputation as an administrator. He succeeds Sir John Harding at a most critical time for the future of Cyprus.

On right—

AN ELDER STATESMAN VISITS NEW DELHI: Lord Pethick-Lawrence, the last man to hold office as Secretary of State for India and Burma, talks with Mr. Malcolm MacDonald, British High Commissioner in India. They were attending a reception in the capital of India given by Dr. Radakrishnan, the Vice-President, in honour of Lord Pethick-Lawrence, who is making a private tour of the country and celebrates his eighty-sixth birthday at the end of this month. As Mr. William Pethick-Lawrence, M.P., he was a member of the Round Table Conference on India in 1931. Created a baron in 1945, he was appointed to the India Office by Mr. Attlee and played a large part in the hand-over of power in 1947.

SUNSHINE AND FIRM GROUND FOR THE ETON WALL GAME: The traditional St. Andrew's Day match takes place without the usual degree of mud, but with a great deal of hard play. As is customary, the game ended in a draw; in fact, only three goals have been scored since the first match in 1841. It was generally held that Collegers eventually had the best of the game. At the finish they had pushed the Oppidans within 2 to 3 yards of Bad Calx. Among the spectators present at the match were the Duke and Duchess of Gloucester, with their sons Prince Richard and Prince William, who are at Eton, and Princess Alexandra, who visited her brother, Prince Michael. This year's match was the 117th in the Wall Game's History.

THE NEWS IN PICTURES

HEAVY FLOODS IN ALGERIA : An aerial view of a military airfield in Kabylia, in the Tizi-Ousou district of Algeria, gives an indication of the extent of the worst floods in the history of the country. Aircraft have been destroyed or badly damaged by the overflowing of the Oued Sebaou stream. The floods, which have caused similar overflows throughout Algeria, are the result of prolonged heavy rains.

A PROTECTION FROM AVALANCHES : Looking like the dragon's teeth of wartime tank traps, concrete avalanche brakes have been built at Andermatt, Switzerland. They take the form of 16-ft. hills faced with concrete in the direction of the expected descent of snow. If an avalanche does occur they split the snow mass and divert it harmlessly. Some years ago the village of Andermatt was tragically devastated by the force of heavy avalanches. This new form of protection is entirely novel in Switzerland.

MAO TSE-TUNG SIGNS THE SIXTY-FOUR-PARTY MANIFESTO IN MOSCOW: The Chinese leader is watched by members of Communist Party delegations from abroad gathered in Moscow for talks with the Russian leaders. The "summit" meetings were part of the celebrations for the fortieth anniversary of the revolution. The signing of the Peace Manifesto by sixty-four Communist parties from all over the world was a gesture of solidarity as well as a plea for peaceful co-existence. It is estimated that membership of the Communist parties of the world now amount to over 30,000,000. Among the aims of the talks and of the twelve-party communique issued at the same time is a closer union with the Kremlin and an intensification of the campaign against "national Communism." It is believed that one result will be a new ideological offensive against Yugoslavia.

NINE ARE KILLED IN A RAIL CRASH IN INDIA : Sightseeing villagers gather on the track to stare at the wreckage of an Indian Railways train which left the rails. It plunged down an embankment and several coaches overturned. The accident occurred near Igatpuri, 97 miles out of Bombay, on the way to Calcutta. Nine passengers were killed in the derailment and forty-six were injured.

On right—

EXPLORATION AT THE SOUTH POLE : Mr. E. W. Remington, a glaciologist with the United States International Geophysical Year team which flew to the South Pole, holds a rope-ladder after descending into a hole in the ice which slants downwards for more than 100 ft. Ice-cores were cut from the Antarctic ice-mine and taken to the headquarters on the surface for scientific study. In some cases it was necessary to melt the ice-cores, which were sent to Washington under refrigeration for a more detailed examination. The ice-cores were compared with the results of similar tests carried out on ice from the Northern Hemisphere.

THE AMERICAN FLAG FLIES OVER THE SOUTH POLE : It is enclosed by a ring of oil barrels 200 ft. in diameter. In the foreground are Dr. P. Siple (left) and Lieutenant J. Tuck, the scientific and military leaders respectively at the United States International Geophysical Year South Pole base.

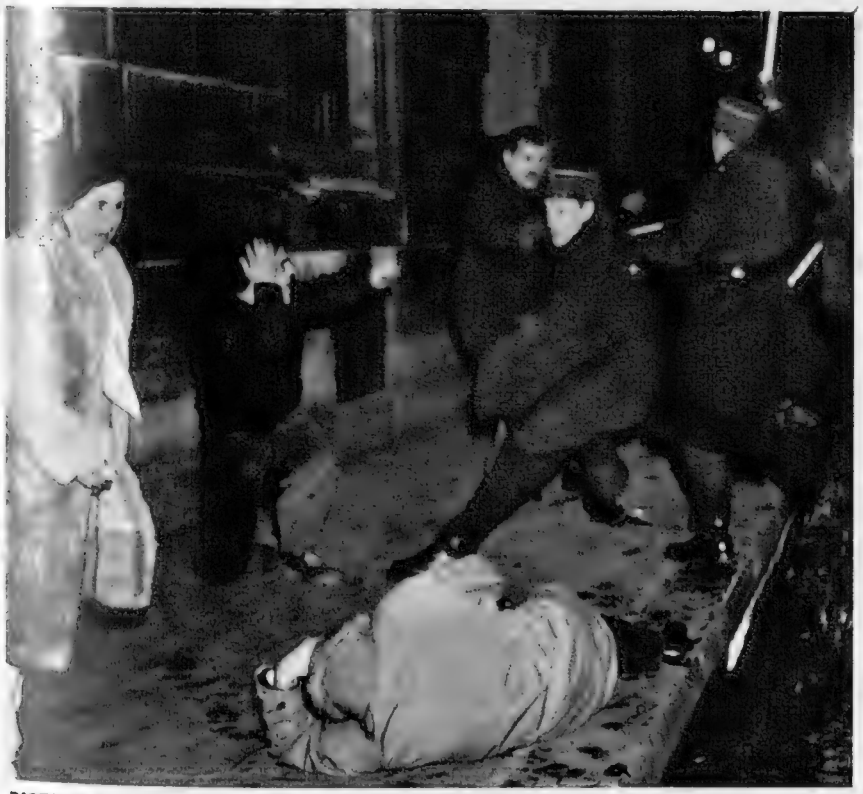
THE NEWS IN PICTURES

PRESIDENT EISENHOWER'S LAST PUBLIC APPEARANCE BEFORE HIS ILLNESS: He drives from the airport at Washington with King Mohammed V of Morocco (left), who had arrived for the start of his visit to America. In the centre is Prince Moulay Abdullah, one of the King's sons. A few hours later Mr. Eisenhower complained of feeling unwell and went to bed. A bulletin issued by his medical advisers stated that he was suffering from a cerebral occlusion which had involved a slight impairment of speech. The immediate reaction was world-wide anxiety, particularly as the President suffered a coronary thrombosis in September, 1955. However, physicians stated that there was no relationship between the recent attack and the severe illness of two years ago and the ensuing bulletins issued from the White House spoke of Mr. Eisenhower's progress being "excellent." He was able to get up and transact some business. On Thanksgiving Day only two days after he had had a mild stroke—he reappeared in public at a church service.

THE VICE-PRESIDENT ACTS FOR THE HEAD OF STATE: Mr. Richard Nixon enters the White House in Washington to take the place of Mr. Eisenhower at the State dinner in honour of the King of Morocco. It was thought that he would substitute for the President in the NATO talks. However, as Mr. Eisenhower's health gradually improved, the White House began to talk of him going after all.

THE ANGLO-FRENCH TALKS IN PARIS: Mr. Macmillan is flanked by Mr. Selwyn Lloyd and M. Gaillard, the French Prime Minister, who is indicating to Press photographers that enough pictures have been taken. British and French Ministers discussed together a number of questions for a day and a half. According to a joint statement, the main topics were France's position in Algeria, the supply of arms by Britain and America to Tunisia and the forthcoming "top-level" NATO conference.

HONDURAS TALKS UNEXPECTEDLY BROKEN OFF: Mr. George Price, a member of a delegation from British Honduras which had come to Britain to negotiate about the colony's financial needs and future constitutional advance, packs his case to leave London after the talks between the delegation and Mr. Lennox-Boyd, the Colonial Secretary, were broken off. This was because Mr. Price had private discussions with the Guatemalan Minister in London which had not been revealed to his colleagues or to Mr. Lennox-Boyd.



RIOTS IN PARIS AS PREMIERS TALK: A rioter falls to the ground as police batons flail in the Place de la Concorde in Paris during a clash between the French police and a crowd of 200 demonstrators who had gathered in the Place de la Concorde at the time Mr. Macmillan and the French Premier, M. Gaillard, were expected to cross the square on their way to the British Embassy for talks on Anglo-French relations.

NEW DEFENCE POSITIONS ON THE SYRIAN-ISRAELI BORDER: Members of the Syrian Army take up position in the new dugout trenches which form part of the front line defence positions on the Syrian-Israeli border. The defence positions were inspected by Chiefs of Staff and other Syrian Army and Government officials. The centre of tension has recently moved from the Syrian-Turkish border to the Syrian-Israeli border.

RABBIT CLEARANCE

Drives on the Hampshire Mainland and Isle of Wight

A RECORD OF OPERATIONS IN NORTH HAMPSHIRE: Outside his residence, Highclere Castle, the Earl of Carnarvon (left) stands with, to the right, Mr. R. Tuffs, District Pests Officer; Miss Stubbings, Lord Carnarvon's Agent; Mr. Wiles, County Pests Officer, and Lord Porchester. They are discussing the map of their rabbit clearance.

IN THE GROUNDS OF THE POLICE COLLEGE AT BRAMSHILL: Lord Dorchest (right), Chairman of the Basingstoke District Rabbit Panel, talk with Mr. Wintle (left), of the College staff, and Mr. H. J. Norma

GUNS IN ACTION: The party is one of many which is co-operating with game-keepers against the rabbits on the Duke of Wellington's estate at Stratfield Saye. The ride here has been specially widened for shooting.

NETTING IN THE NEW FOREST: A 100-yard-long mesh is laid in Long Slade Bottom, near Brockenhurst. Beater go through the gorse and drive the rabbits into the net. It is in scrub country like this that the anima are now rapidly breeding again in recovering from the depredations of myxomatosis four years ag

A HUMANE TRAP: The dead rabbit is removed by Mr. C. Farr, District Pests Officer, from its burrow at Becton Bunny, Barton-on-Sea, in a drive arranged by the local golf club authorities. Mr. Wiles, County Pests Officer, looks on.

CLEARING SCRUB ON THE ISLE OF WIGHT: Mr. G. W. Dade, Pests Officer for the island, takes the corpse of an animal from a net set on an area of Mottistone Down.

When four years ago myxomatosi reached Britain it seemed that i certain areas, particularly in Southern England, the wild rabbit populatio might be quickly annihilated. Such anticipation proved false. The animal perished in enormous numbers bu some survived. Either they escaped the infection by chance or else the possessed some natural immunity to it The survivors bred at the usual rapi rate of their species and now landowners and farmers find themselves afflicte almost as much as ever with the pest.

The post-myxomatosis rabbit, if th breed can so be called, has develope certain characteristics. It is believe that it may have a strong resistance t the disease. At all events, official polic does not favour any deliberate spreadin of myxomatosis to keep the anima down. Further, the new rabbit ha inherited a memory of how his ancestor died in such multitudes. The old area for warrens are avoided and the rabbit seek new sites for their communities Railway embankments are highly favoured, and so is scrubland in which burrows are not run deep below the surface of the ground.

GASSING A BURROW: At Stratfield Saye Mr. R. Passmore puts gas into a burrow. Mr. E. Holloway (right) blocks exit holes. Left is Mr. K. Harvey, District Pests Officer.

A SHOOT IN THE DARK: A mobile party sets out on a patrol in the New Forest, near Brockenhurst. Their targets are rabbits who come out to feed in the late evening.

A VITAL STAGE IN A DRIVE AGAINST RABBITS: Scrub and bracken is being cut down at the Police College at Bramshill. Watching, from the left, are Lord Dorchester, Colonel A. B. Knight, Mr. Wiles, Mr. Harvey, Mr. D. L. Cole, Executive Officer of the Police College, and Mr. G. May. Working on the bracken are two of the gardeners of the College.

A FAVOURITE AREA FOR WARRENS: Gas is employed above Waller Ash Tunnel, near Abbotts Worthy, on the main London to Winchester railway. Embankments and cuttings have become greatly infested with rabbits during the post-myxomatosis period.

The mainland of Hampshire and the Isle of Wight abounds in gorse, bracken and scrub, and it is there that intensive campaigns are being carried out before the breeding season of the spring begins. The general practice is first for the scrub to be cut and cleared. Then the rabbits are either shot, or gassed, or trapped. All methods of destruction are as humane as possible.

There are two objections to the widespread extermination of rabbits. One is humanitarian. But it must be remembered that the animals are as much a pest as rats. The second objection is utilitarian. Rabbits are themselves prey for other animals and several birds of prey. Some countrymen argue that the absence of rabbits causes foxes, for example, increasingly to attack poultry and lambs. From the number of rabbit clearance drives now being held it would seem that the mass of country dwellers does not accept this view.

On right—

A DRIVE COMPLETED: New Forest keepers and warreners gather with some of the catch driven from the scrub into the net laid near Brockenhurst.

A DEMONSTRATION OF HUMANE KILLING: Mr. Wiles shows the instantaneous lethal action of a trap to a group on Barton-on-Sea golf course. Standing, from left, are Mr. W. H. Green; Air Commodore Adams, Vice-Captain of the golf club; Mr. O. F. Jordan; Mr. W. D. Baylis; Mr. T. Worthing and Mr. W. Hayhurst, who is the Secretary of the golf club.

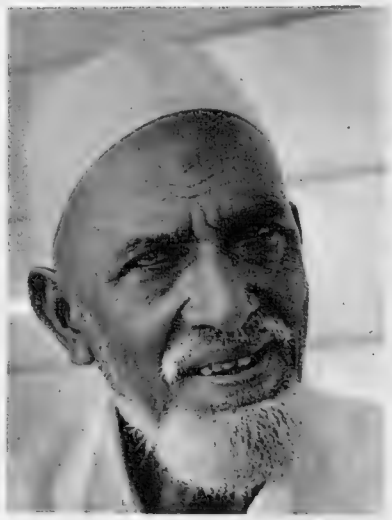
MUSLIMS VOYAGE ON A PILGRIM SHIP

Five Thousand Muslims go by Sea Each Year From Singapore to Jeddah

All Muslims the world over should make a pilgrimage to Mecca at least once in a lifetime if health and wealth permit. During the pilgrimage month an immense number of them from all parts of the world assemble in Mecca, all dressed in the same garment—two unsewn white sheets—regardless of their rank or learning and social differences. They walk round the Ka'aba in the central court of the great mosque in the holy city three times and kiss the sacred black stone.

Some 5,000 pilgrims are taken from Singapore and Penang, in Malaya, each year by two vessels of the China Navigation Company, the sister ships *Anking* and *Anchun*. The voyage to Jeddah, the main port of Saudi-Arabia, lasts for twelve days. On arrival the pilgrims travel to Mecca, which is about sixty miles inland, by motor-coach.

Many of the pilgrims may have saved for a lifetime to make their pilgrimage. They are not loathe to starve themselves in order to achieve this. Some become so emaciated and ill that they die before reaching Mecca. Because of the rigours of the pilgrimage in Saudi-Arabia about 200 of the 5,000 Malayans die there. But it is likely that this is the fulfilment of the wish to die in the Holy Land, and, if possible, at Medina, Muhammad's birthplace.



THE WHITE HAJI CAP: A Malay Muslim who has been to Mecca is entitled to wear the white cap. He becomes a respected member of his community, and may be called on to arbitrate or give advice in minor disputes if he lives in one of the remoter villages.

According to the figures in *Palad el Saud*, the official Saudi Government newspaper, a total of 215,565 pilgrims entered Saudi-Arabia for the 1957 pilgrimage. But when the number of pilgrims from Saudi-Arabia itself is considered also, it is probable that nearly a million Muslims perform the ceremonies in and around Mecca.

During this time the pilgrim must be prepared to keep himself and his family for three months in the Holy Land, if necessary, while awaiting his return passage. The climax of the pilgrimage is the stand on Mount Arafat, to hear the sermon, on the ninth day of the twelfth month of the Islamic year. The whole Islamic world pilgrimage assembles here on this occasion for prayer and meditation.

The main significance of the pilgrimage is that it brings together Muslims from all parts of the world. They have the opportunity to meet and get to know one another and to discuss the various problems that they have to face.

This year the largest overseas pilgrimage came from Egypt, some 30,000. More pilgrims came by air from Iran (just under 10,000) than any other country. The biggest land pilgrimage, of 37,000, came from the neighbouring state of Yemen. Nine pilgrims were from the United States of America, six of whom flew. Over a hundred came from Russia. But no pilgrims were recorded as having originated from Great Britain.

Once he has been to Mecca the pilgrim can wear the white Haji cap. He becomes a respected member of his own community. The social prestige he gains from his voyage is almost as important as its deep religious significance. In Malaya he may well adopt the title of "Haji" with his name. In the remoter Malay villages it is quite possible that a pilgrim who wears the Haji cap will be sought after on occasions to give advice or to arbitrate in minor disputes. Having met other members of the faith his stature will be enhanced.

PILGRIMS BOUND FOR MECCA GO ABOARD THEIR SHIP: The China Navigation Company's ship *Anking* takes on some of its passengers at Singapore. The women wear the colourful Malay dress. Some men favour European styles, others a sarong with shirt or vest.

A BURIAL AT SEA: A box containing a pilgrim who has died during the voyage is slowly lowered over the side of the ship. The service is a simple one and the Muslim shows few signs of mourning since in his religion death is accepted fatalistically.

THE CHILDREN'S TEA PARTY: A child plays an interesting Eastern variation on an old game—pinning the tail on a camel. The party at which forty Malay children were present was one of the happiest occasions on the twelve-day voyage to Jeddah.

THE PILGRIMS AT PRAYER: Standing barefooted on his mat the pilgrim bows three times to Mecca, then kneeling, touches the deck with his forehead three times. Afterwards seated crosslegged he recites passages from the Koran or meditates in silence. The call to prayer is made five times daily by the muezzin on the ship's loudspeaker.

THE END OF THE VOYAGE: Motor-coaches wait on the quayside at Jeddah to take the pilgrims on the sixty-mile journey from the port to the holy city of Mecca. By Muslim law no one who is not a member of the faith can set foot there. Each Muslim has to make at least one visit there during his lifetime if financial circumstances and health allow.

A GERMAN MACHINE WITH ENORMOUS SCOPE: This is the earth-restorer operating in West Germany to replace the earth removed during open-cast mining. Its 330-ft.-long outrigger arm, which tips back the soil, can turn through a radius of 180 degrees.

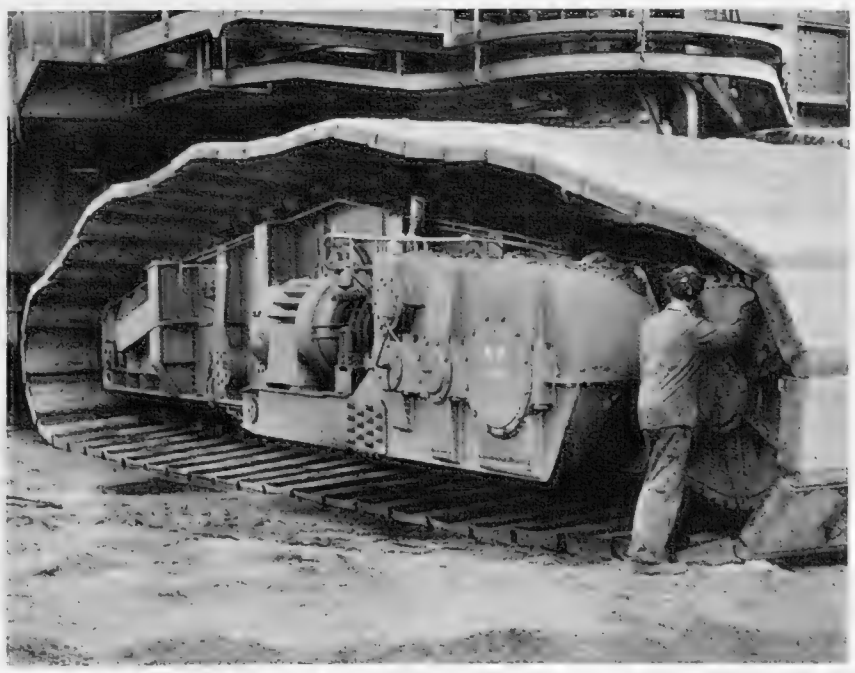
APPARATUS TO RESTORE THE FACE OF THE EARTH: The long conveyer-belt (running up to the right foreground) brings up earth from one of the dumps of soil removed for open-cast mining. It is transferred on to the sling belt on the left and carried to the giant earth-restorer. The mechanical apparatus is seen operating near Cologne, in West Germany.

Krupps have recently produced a remarkable apparatus for open-cast mining. Its purpose is to put back the earth removed during the mining operations and at present it is working on a site at Garsdorf-Auenheim-Wiedenfeld, outside Bedburg, near Cologne. A complex system of machinery functions in three stages. A kind of paddle-wheel dredges up soil from huge dumps put down by lorries during the open-cast working. The dredge places the soil on a conveyer-belt which runs for over 3,000 ft. to a sling belt. From there it is carried to the "restorer"—a vast crane-like device—which drops the earth back on the surface excavated by the mining. Automatic controls and radio inter-communication keep the number of men required for the operation to a minimum.

RESTORING THE EARTH'S SURFACE

A Giant German Mechanical Unit Operates after Open-cast Mining

THE FIRST STAGE IN THE OPERATION: The paddle-wheel receiver dredges up the masses of earth which were dumped during the open-cast mining. It is the first stage in the ingenious conveyer-belt system which puts back the earth excavated in mining.



PROPULSION FOR THE EARTH-RESTORER: The caterpillar unit, showing its internal mechanism, is one of the eight wheels upon which the vast apparatus of the earth-restorer stands. By these means it can be moved during operations. The machinery was built by Krupps.

THE END OF THE "CORNWALLIS": Members of the crew of the Admiralty salvage ship *Succour* attach hawsers to the old timbers of the three-decker H.M.S. *Cornwallis*. Built in 1813 she has for many years served as a landing jetty at Sheerness Dockyard. With the construction of a new concrete jetty her days of usefulness are over and work on breaking-up is now in hand. None of the ship-breakers engaged in her destruction will hazard a guess at when their arduous task will be completed.

THE WEATHER DECKING REMOVED REVEALING THE FORE-AND-AFT CROSS-BEAMS: Many of the timbers used in the *Cornwallis* are nearly 2 ft. square and of stout teak.

THE STERN OF THE OLD SHIP: On the left can be seen the square gun-ports through which cannon roared at the attack on Segaon and the taking of Shanghai. The armament of the 1,810-ton ship consisted of seventy-four guns. She took part in many long-forgotten naval engagements. Since 1865 she has been at Sheerness, and in that time many revolutions in ship design have taken place.

A ship which played a part in long-forgotten naval history is disappearing. At Sheerness the three-decker "wooden-wall" *Cornwallis* is being broken up. Dismasted, cleared to her main deck, her interior gutted, she has for many years past served as a jetty at the Sheerness Dockyard. Replaced now by a modern concrete structure her days are finally ended.

The 1,810-ton *Cornwallis* was built in 1813 at Bombay, and had an armament of seventy-four guns. Named after the Governor-General of India, the Marquess Cornwallis, she was first commissioned as flagship of the Commander-in-Chief, East Indies. Later she participated in the attack on Segaon, the taking of Chapoo, Woosung, Shanghai and Chinkiang. The Treaty of Kanking terminating the Chinese War was signed in the cabin of the *Cornwallis* on August 29, 1842. On the outbreak of the Russian War the *Cornwallis* was converted to steam at Devonport and fitted with engines of 200 h.p. before being commissioned for service in the Baltic. She afterwards undertook duty on the West Indies station. When the Coast Guard Service was reorganised by the Admiralty the *Cornwallis* was the first of the warships commissioned for this Service, and she remained on duty until 1864. Since 1865 she has been at Sheerness.

Now, the Admiralty salvage ship *Succour* is tearing away the stout teak decks and the timbers of the squat hull, nearly 180 ft. long. The square gun-ports, gaping and empty, are the only visible reminders of the part she once played in action. The breakers are faced with considerable problems in their task. More than a thousand tons of mud have silted into the hull since she was secured in her present position. Giant spikes and bolts 3 ft. long which riddle her timbers are another problem.

Among interesting discoveries made by the crew of the *Succour* are the original hooks, barely 18 ins. apart, from which the sailors once slung their hammocks in foetid tropical conditions. A tarnished Indian coin was found between the planking. Still to be located, if it ever will be, is a 6-in. silver nail, known to have been drilled in during a Parsee religious ceremony.

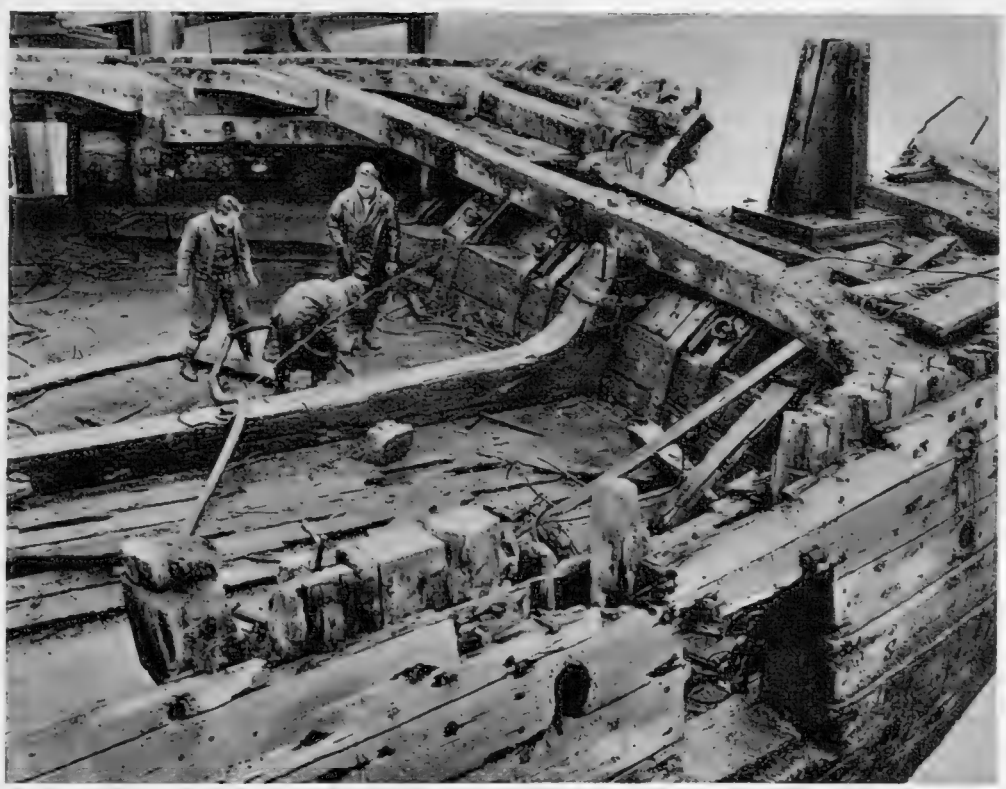
H.M.S. *Cornwallis*, one of the last of the "wooden walls," has fought her final battle.

THE END OF A VETERAN

The 144-year-old H.M.S. "Cornwallis" is Broken up at Sheerness

MUD IN THE LOWER PART OF THE HULL IS WASHED OUT: Over a thousand tons of mud have silted into the bottom of the ship since it was scuttled in its present position. This can only be removed at half-tide. H.M.S. *Cornwallis* was converted to steam in 1854 and commissioned for service in the Baltic. Later she was on Coast Guard duty. During the first World War she was commissioned as H.M.S. *Wildfire*.

A CLOSE-UP OF THE HEAVY CHAINS WHICH HOLD THE "CORNWALLIS" FAST TO HER MOORINGS: The breaking-up of the 144-year-old veteran warship is no easy task owing to her solid construction and heavy timbers.



THE "CORNWALLIS" YIELDS AT LAST: The salvage team work in the stern of the ship, where once the Royal Ensign proudly flew through four wars. Soon the familiar hulk will vanish for ever from Sheerness, and with it will go a colourful reminder of Naval history.

GATEWAY TO CORNWALL

Isambard Kingdom Brunel's Saltash Bridge is Nearly a Century Old

By JOHN STEEL

DEAD on time at 12.11 p.m., the up Cornish Riviera Express slowed down at Saltash Station on the Cornish side of the River Tamar so that the fireman could pick up the staff that is necessary for the stretch of single-line working over the Royal Albert Bridge. Then its engine whistled as the express moved slowly at 15 m.p.h. on to the great bridge.

With a total weight of close on 480 tons passing over the structure, the vibration was remarkably slight—a fitting tribute to Isambard Kingdom Brunel, the famous engineer who had designed it in 1848.

The history of the Royal Albert Bridge began in 1848 when it became apparent that the River Tamar must be bridged as it was preventing an extension of the broad-gauge system from Plymouth into Cornwall. The Admiralty stipulated that there must be 100 ft. clearance above high-water mark at the highest state of spring tides. Their decision thus forced Brunel to plan his bridge to have two main spans of 465 ft. each, as this would only necessitate one deep underwater pier. He decided, therefore, to use wrought iron, a metal that is far more impervious to rust than is steel.

At the point where the Tamar is crossed it is 1,100 ft. wide. By means of a trial cylinder that was lowered into the water, 6 ft. in diameter and 85 ft. long—the length was necessitated by the fact that there is 75 ft. of water in the Tamar at high tide—Brunel made many borings before a rock foundation was reached.

Most unhappily at this stage, the Cornwall Railway Company, who had commissioned Brunel to build the bridge, had to suspend work owing to the running out of their capital. When operations were resumed three years later, the directors of the company stressed the need for the utmost economy, so Brunel was forced to carry out his design allowing for only one line of track. This measure saved £100,000, but the bridge remains single track to this day, although delays, due to a most efficient system of signalling, have been reduced to a minimum.

Once Brunel restarted work it was not long before a great cylinder, 35 ft. in diameter, which he had specially designed for constructing the underwater portion of the central pier, was floated into position. June 1854 saw it being lowered 85 ft. into the river, and by February 1855 it had reached rock. Delays had been caused by dense beds of oyster shells in the mud through which the cylinder had to sink, and the rock was extremely difficult to work.

Finally, at the end of 1856, the great central pier was completed as far as the temporary cap which was to receive the ends of the main trusses. Each truss, prefabricated on the Devon shore, weighed, when complete, over 1,000 tons, so the job of floating it into position was a considerable accomplishment in itself.

Brunel fixed September 1, 1857, for this vital undertaking and that beautiful autumn day will never be forgotten in Devon and Cornwall. Saltash was *en fête* and since a general holiday had been declared, people came in their thousands from all over the two counties to witness the tremendous spectacle that was shortly to take place.

Everything was planned right down to the tiniest details and in Brunel's notebook one can examine his careful notes which show at what length he studied his problem.

He had ordered that once the floating of the huge truss on to its pontoons had actually begun, there was to be absolute silence and that all orders would be given by an ingenious system of signallers under his direct control who would show large boards carrying numbers and display flags, each one of which stood for a particular stage of the manœuvre. His wishes were obeyed scrupulously by the entire vast crowd and not a sound was heard as the truss, borne on its pontoons, which were guided by cables on five naval vessels and attached to crabs on the shore, floated towards its appointed place.

High tide that day came at three o'clock and the truss safely slid into its position with the same quiet efficiency that marks the running of the Cornish Riviera Express to-day. Once the tension was over the surrounding hills re-echoed to a mighty storm of cheers as Brunel stepped down from the platform whence he had directed the operation with the same aplomb that Wellington showed at Waterloo.

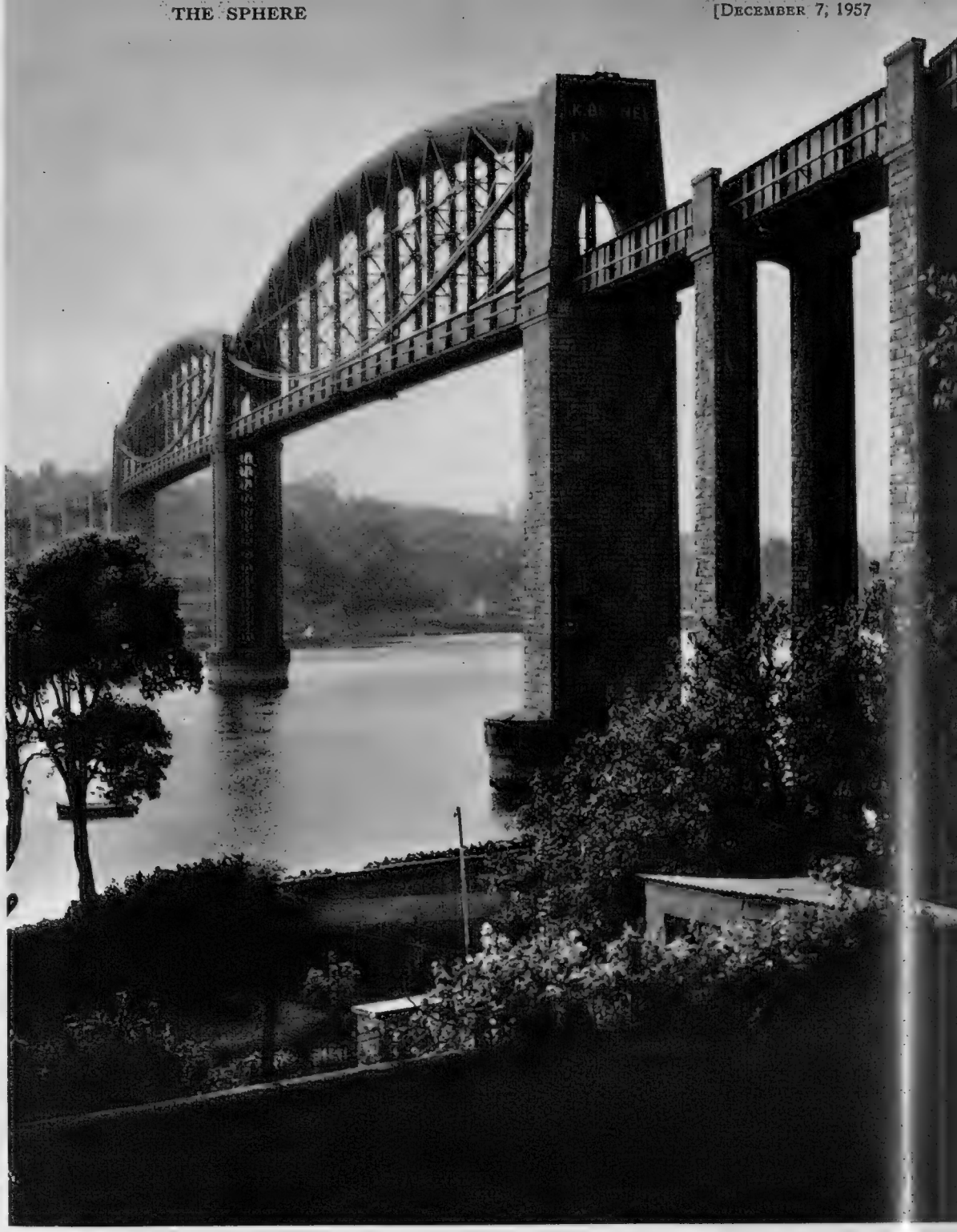
A year and eight months afterwards, on May 2, 1859, Prince Albert travelled down from Paddington to declare the Royal Albert Bridge, as it was proudly styled, open. In actual fact the bridge was not opened to passenger traffic until two days afterwards.

Brunel, alas, was not there, for he was too ill to attend the ceremony. Broken in mind and body by the tragedy of his huge steamship *The Great Eastern*, he saw his crowning masterpiece shortly before his death, when lying on a comfortable truck that had been specially prepared for him, one of Gooch's engines drew him slowly over the bridge where he looked up at the immense girders.

Now in Saltash and in Plymouth they are planning the preparations which will take place in 1959, when the Royal Albert Bridge celebrates its centenary. Saltash in particular is eager to do the memory of the great engineer honour. The Mayor and Corporation will stage an exhibition of Brunel records and they hope to devise, with the help of the Western Region of British Railways, a system of floodlighting which will enhance the outstanding beauty of the bridge.

Though the girders on the short land spans have been renewed and the decking of the main spans strengthened, the impressive yet graceful main trusses remain as they were built. Approximately 170 trains pass every day under the entrance portals which bear inscribed in letters of bronze, "I. K. Brunel, Engineer. 1859." This inscription was added by the Great Western Railway as a memorial to their great engineer.

No finer monument to any man can exist than this bridge, for Brunel was not only far ahead of his time, but the engineers who have followed him are still deeply conscious of the debt they owe him for the enduring legacy of technical knowledge he has left to their profession.



BRUNEL'S SALTASH BRIDGE APPROACHES ITS CENTENARY. The structural grace and functional strength of the Royal Albert Bridge, seen here from the Devon bank, rivals many modern engineering works. The entrance portals bear the inscription, "I. K. Brunel, Engineer. 1859"—the Great Western Railway's memorial to its brilliant engineer.

On left—

A HUNDRED YEARS AGO: The same view during the late 1850's as the bridge neared completion. The trusses were floated to the piers on pontoons and then raised into position. The spans are 100 ft. above the River Tamar. Engineers are indebted to Brunel for his technical mastery and his professional genius.

A SEA VENOM IS LAUNCHED AT ANCHOR: Normally an aircraft carrier steams into the wind in order that planes taking off can use it as an additional advantage. Here the steam catapult fitted to H.M.S. *Ark Royal* shows that it is possible to launch planes while the carrier is at anchor. A rescue helicopter hovers alongside as a D.H. Sea Venom leaves the deck. On the right another Venom is prepared for take-off. The *Ark Royal* is the first British carrier to be fitted with the steam catapult for normal operational purposes. A British invention, it is already standard equipment in the American Navy, and is fitted to various Autralian, Canadian and Dutch carriers. Eventually all British carriers are to be fitted with the apparatus.

TAKE-OFF AT ANCHOR

The Steam Catapult on H.M.S. "Ark Royal" —a New Development

On left—

THE PREPARATIONS FOR THE TAKE-OFF: A Sea Venom is mounted on the catapult for launching. The steam catapult tests, which took place in the Firth of Forth, are the first in which the aircraft carrier *Ark Royal* has been kept at anchor.

A STUDY IN ÆSTHETIC VALUES : The group of inhabitants of the Ndebele village near Pretoria has gathered to scan eagerly a picture magazine left behind by a tourist. Around them are some of the finely-painted homes of this artistic Bantu tribe. *On right*—A display of native beadwork is laid out in the village for visitors.

THE ART OF THE NDEBELE

The Community of an Elite and Artistic Bantu Tribe Near Pretoria

The Ndebeles are one of the Bantu tribes, the group which ranges from the Zulus to the forest pygmies. They are an elite people, contrasting with most of the other members of their ethnic family in having a highly-developed sense of art. This is displayed in full measure in their village some eleven miles outside Pretoria.

On the walls of homes and terraces are painted a wealth of brilliantly-coloured designs, a most pleasing effect being achieved by geometrical shapes, crescents and stars. It is a tradition of long inheritance, and those seeking the reason for the choice of the subjects must doubtless search far back into Ndebele history. The painting is simple but mature, in this way being different from the child paintings of Western civilisation.

The paints themselves are also made in a traditional manner, being prepared from plants and minerals. This is an authentic means of colouring and offers a variety of shades unobtainable in most manufactured paints.

The Ndebele art also takes the form of personal adornment. The women are renowned for their beauty and they all follow a set fashion. Round the neck, arms and legs, thick rings of brass are worn and kept bright by constant polishing. At a marriage ceremony the bride may carry the weight of as many as seventy of these rings. Fashion also decrees that the Ndebele woman wears numerous beaded rings and on ceremonial occasions a blanket with wide, gaily-trimmed bead edges. These beads appear to be set in the same types of design as those on the walls. Even the small girls have the bead rings round neck, arms, wrists and ankles and tie small coloured aprons round their stomachs.

Unlike some artists, these people have a sense of business and are fully prepared to exploit their artistic worth. Ndebele village is a great attraction for tourists from all over the Union of South Africa. On the days it is open once a week, the visitor finds displays of a great variety of beadwork on offer, and those with cameras usually have no difficulty in persuading the villagers to pose in their full ceremonial dress. The Ndebeles, in fact, set out to make art pay.

If in this again they differ from many of the æsthetically-inclined in the West, they do share one sad experience in common with artists all over the world. For generations they have been jeered at and persecuted by the less creative-minded of the Bantus. Consequently, they have had numerous migrations forced upon them.

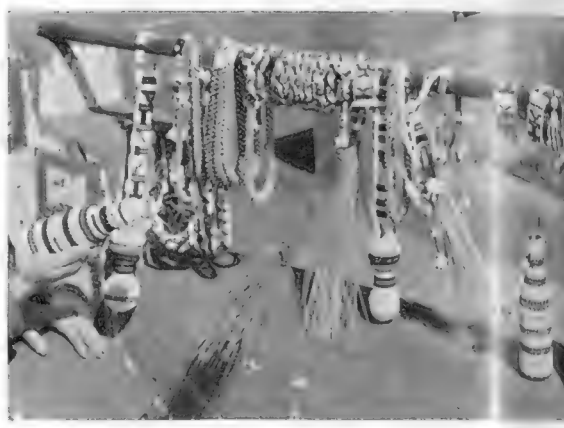
When some years ago they settled near Pretoria, they had every reason to hope that their wanderings were over. More advanced and emancipated than many other native groups, they seemed to find favour with the Whites. Their landlords were Whites, who leased them the ground on which to build their community. And this community benefited all in the surrounding districts because of its attraction for tourists.

Then, three or four years ago, as Apartheid increased its hold upon the country, they became the victims of racial segregation. It was discovered that the land on which they were living was within a certain radius of Pretoria which was forbidden to natives. The leases with the white landlords were illegal and the Ndebele were ordered to move.

However, it is to the credit of the authorities that they did all they could to soften the blow. A suitable site was found some eleven miles away in a permitted zone and all the materials needed for the rebuilding of the tribal homes were put at the people's disposal. One condition imposed was that the new dwellings should be just as colourful and as beautiful as the old. It was feared that the Ndebele, after so many migrations, might lose heart and not wish to preserve their tradition.

In the new village the inhabitants have amply fulfilled this proviso. The Bantu art has been carried on with all the traditional skill and the new homes are probably as fine a spectacle as any of this people's communities of the past.

FEMALE FASHION : A Ndebele woman wears a necklace of bra rings. These heavy ornaments are also worn round th arms and legs. Only the largest rings are removed at nigh



THE NATIVE CRAFT OF THE NDEBELE VILLAGE : The two women on the left are engaged in beadwork. Seated on the a stick into lengths on which the beading can be strung. It will be noticed that in the picture all have ring legs. The grey blankets are for everyday wear. A more colourful garment richly embroidered with beadwork is d

THE COLOURED PATTERNS OF THE BANTU ARTISTS : The walls are covered with geometrical designs which are incised into the clay and then painted. The village was moved to its present site near Pretoria three years ago. Its old site, also near Pretoria, was in an area forbidden to natives. The authorities gave the inhabitants every help so that they could rebuild their homes in the traditional style. The Ndebele community is a great tourist attraction and is at present open to visitors once a week.

nother woman is cutting brass and beads on their for ceremonial occasions.

A WOMAN IN CEREMONIAL DRESS : Her bridal beadwork is on her head and round her neck. Under the blanket is her coloured apron, evidence that she is married.

MOTHER AND DAUGHTER : The child straightens the band of beading which circles her mother's blanket below the neck. The little girl wears thick bands of beads at the neck, waist, wrists and ankles and a small coloured fringed apron round her waist.

THE UNKNOWN COUNTY

Although Lincolnshire is England's Second Largest County, it is One of the Least Known

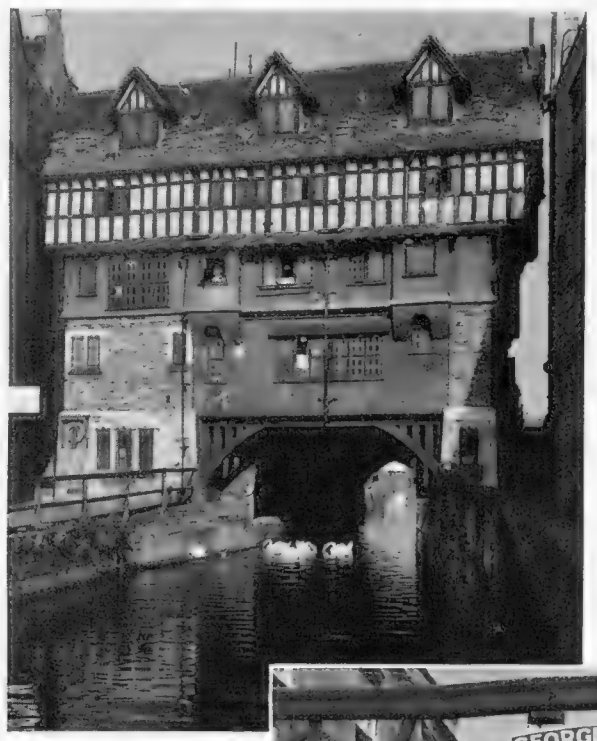
By BRIAN VESEY-FITZGERALD

"WHEN I was bound apprentice in famous Lincolnshire." You may well think the choice of adjective strange. True, Lincolnshire is a very famous name : one of the great events of the English sporting calendar is the Lincolnshire Handicap, and in March every year people all over Britain are busy with pins, to the great benefit of the bookmakers. But for the vast majority of Englishmen that is all that Lincolnshire is : a name. And this is strange, for Lincolnshire is the second largest county in England. Yet it is, I suppose, except for that nominal connection with horse-racing, one of the least known, certainly one of the least-visited, of all our counties.

Despite its 110 miles or so of coastline, Lincolnshire has never become a " holiday " county in the sense that Cornwall or Devon is. Of course, it has its seaside resorts—Cleethorpes, Mablethorpe and Skegness, in particular—and many thousands, especially from the Midlands, go to them for their summer holidays: and particularly to Skegness, where Mr. Butlin opened his first holiday camp in 1937.

train of inordinate length—but the passenger-train service is a test of endurance. And then there is also the widespread belief that Lincolnshire is flat, uninteresting, cold and wet ; and that the natives are " difficult."

For the former the novelists, and especially Dickens and Scott, must bear the blame. Dickens, you will remember, set *Bleak House* in Lincolnshire in the midst of a cold and dripping landscape: while Wildrake in Scott's *Peveril of the Peak* describes himself as " of Squattlesea Mere in the moist county of Lincoln." In point of fact, Lincolnshire is one of the driest counties in Britain. And, personally, I should prefer the word " bracing " to " cold." Nor is all Lincolnshire flat. The Wolds, from Barton-on-Humber to Spilsby, are chalk uplands with a close family likeness to the Downs of southern England: the limestone ridge, which runs from Rutland to Lincoln, bears a strong family likeness to the Cotswolds, especially in its buildings. Stamford, a charming stone town, might be transplanted to Gloucestershire, Chipping Campden to Lincolnshire, and neither would be in the least out of place.



IN THE COUNTY OF LINCOLNSHIRE : The High Bridge and Glory Hole, in the county town of Lincoln, carries High Street over the River Witham. *On left*—The largest parish church in the United Kingdom is at Boston, and is famous for its tower, known as Boston Stump. At the top, some 300 ft. up, is a small hexagonal tower. St. Botolph, to whom the church is dedicated, founded a monastery in the town in 654. *On right*—The view of Stamford is taken from the George Hotel.

They are excellent resorts, too, exactly like seaside resorts anywhere else, with piers and flower-beds and boating lakes and slot-machines. And they have, as a matter of fact, much better sands. Such vast stretches of sand that they manage to look fairly empty even on a Bank Holiday. But somehow these Lincolnshire resorts have not acquired the reputation for " class " : none of them has acquired a honeymoon label, as Torquay has done. And, in any case, these holiday-makers go to Skegness or Mablethorpe rather than to Lincolnshire. Lincolnshire remains virtually unknown.

This is largely due to the fact that, to explore Lincolnshire, you must make a special and determined effort. It is singularly difficult to get anywhere in the county (except Grantham, which is a stop for some of the Scotch expresses) by train. The freight-train service is, I am told, excellent—certainly whenever you come to a level-crossing (and there are a great many of them), it seems to be closed to permit the passage of a goods

As to the natives: " difficult " is certainly the wrong word, for the people of Lincolnshire, in my experience, are notably friendly. But they are also notably independent. It is easy enough to see how they acquired the reputation for being " difficult." Back in Norman times they organised so efficient a black-market in horses that the central government had to take special measures to break it. It was the same spirit, the refusal to conform, which made Lincolnshire the natural birthplace of Nonconformity. John Smyth, the father of the Baptist movement, was a Gainsborough man, and it was from Gainsborough that John Robinson, the leader of the Pilgrim Fathers, took his congregation to Holland. It was no accident that the Wesleys were Lincolnshire men. Basically, it is this spirit of independence—exemplified in an extreme form by William Blaxtone of Horncastle, who left England " because of the Lords Bishops " and then left Boston, Mass., " because of the Lords Brethren "—which is immortalised in the " Lincolnshire Poacher."

The same spirit is alive to-day, manifested not so much by a dislike of discipline as by sturdy independence of character and great initiative and a great readiness to experiment, to explore new fields. This is the spirit which brought heavy industry and engineering to what is essentially an agricultural county: to Gainsborough, Grantham, Lincoln and Scunthorpe (not in themselves, one would have thought, ideal situations for such enterprises) and made great successes of them. And this is the spirit which made the flat lands bordering the Wash the most prosperous agricultural land in Britain, and we take the prosperity of the farmers there for granted. We do not realise how much is due to their own initiative, to their refusal to conform: we do not fully appreciate what an enormous revolution it was to turn from normal arable farming to what is in effect intensive market-gardening on an enormous scale.

The highlands of Lincolnshire I find rather better reproduced elsewhere. The sea coast (except for the stretch from Skegness to Mablethorpe, where the sand-hills hide the rash of caravans and shacks and the sands are beyond compare and the wind ever-present; and, of course, Gibraltar Point in the autumn when the geese are flighting) repels me. Most of it is occupied by the Air Ministry, which does nothing to enhance its beauty and much to destroy it. But the orderly and ceaseless bustle of the fenland fascinates me. Not the countryside itself: except in the spring when the bulb-fields around Spalding have to be seen to be believed, I confess to finding it, despite the tremendous dome of sky and the wonderfully clear light, dismally uninspiring—like my vegetable patch. I should not care to live in a huge kitchen-garden day in and day out: unless, of course, I was a farmer conjuring gold from the black earth.

But it is a very different matter with the towns. I should love to live in any one of them. All these fenland towns—Wisbech and Spalding, Boston and King's Lynn—bear a strong family likeness, a quiet, solid, comfortable dignity. I can stand for hours looking at North Brink, Wisbech, and for as long looking at the Georgian houses along the Welland at Spalding: and similarly with King's Lynn and Boston.

What a lovely town is Boston ! It has a market-place of magnificent proportions with really good buildings all round it and the famous " Stump " towering at one end. Of course, it is for the " Stump " that Boston is best known; for the " Stump " rather than for the church itself. At the top, some 300 ft. up, there is a delicately-fashioned little hexagonal tower; so delicate that one wonders how it sticks on to the main four-square tower in a gale. You can climb up Boston Stump and from the top you get a view every whit as grand as that from the west tower of Ely Cathedral. But the church itself is as magnificent as the " Stump ": excluding abbeys, surely, the most magnificent parish church in Britain. (Lincolnshire, by the way, can boast in Louth the most beautiful church spire in Britain.)

But Boston can also boast beautiful passages and alley-ways (what is the derivation of " Wormgate," by the way ? Nobody in Boston could tell me) and a lovely riverside with tall warehouses and moored boats, and Continental splashes of colour. There is about the town something of the same dignity of spirit as one notices in Bruges.

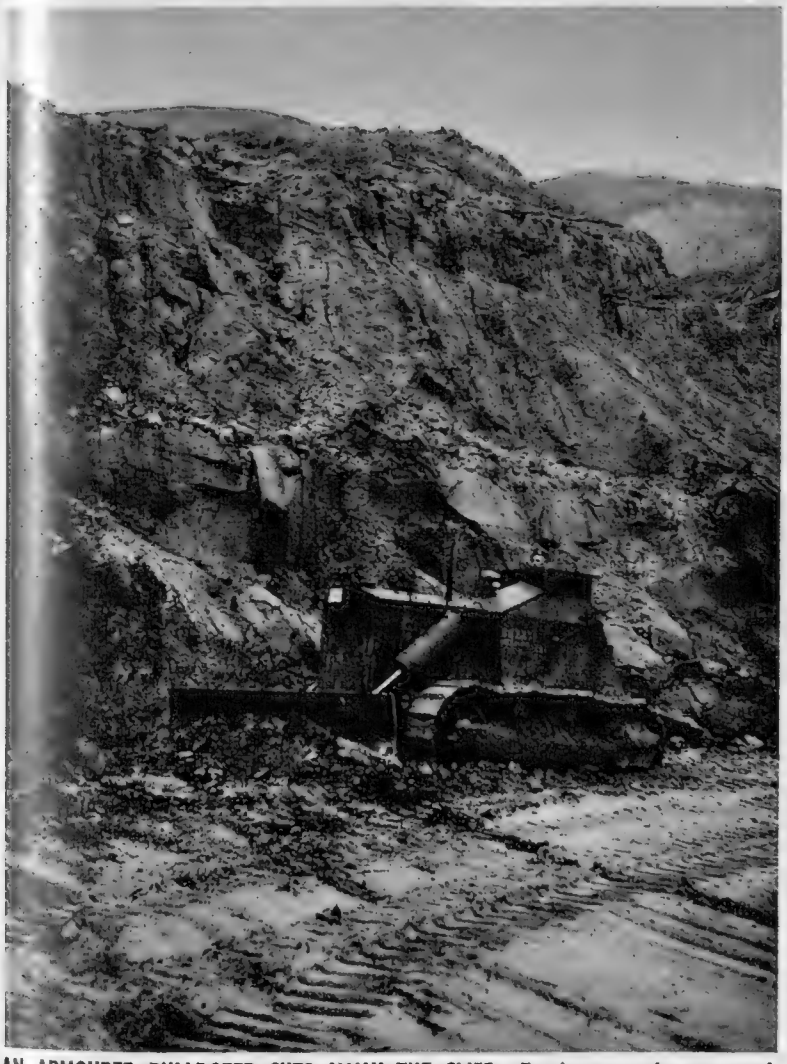
The shops are a reflection of the prosperity of the flat countryside around, of the wealth that lies buried in the soft, black earth. Boston is a small town, and its greatness as a seaport has faded, but the shops are stocked in the manner of a great city. Obviously, you do not go to the big towns from Boston to shop. I suspect that from miles around folk come to Boston to shop.

MAKING A NORFOLK MINEFIELD SAFE

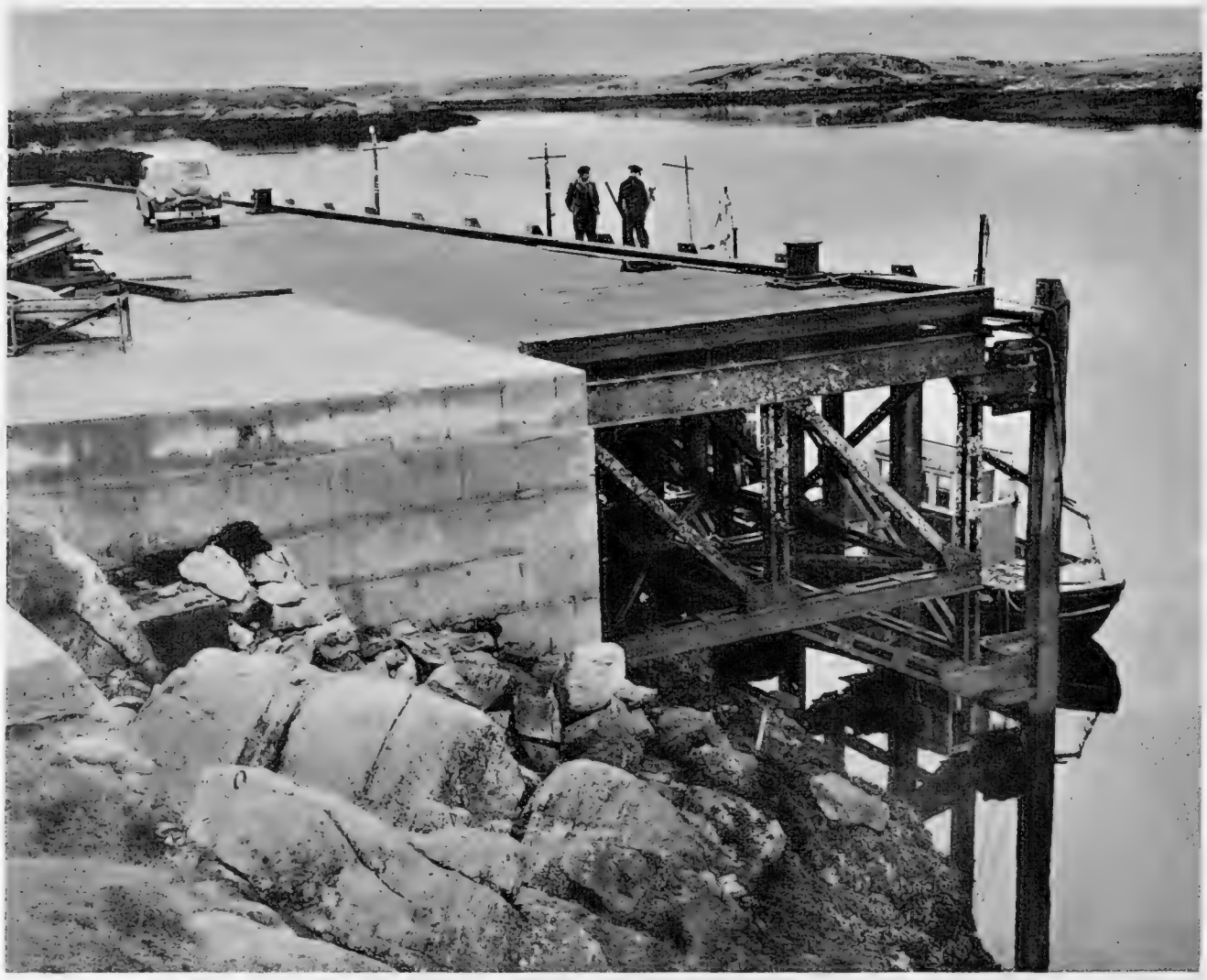
A Dangerous and Difficult Task for the Royal Engineers

CLEARING MINES IN NORFOLK: Sappers at Trimingham use an Electrical Research Association locator which can detect mines to a depth of 5-6 ft. *Right*—A sergeant unearths a mine which has been found by the locator. Tapes mark the cleared section. *Left*—The mine is inspected by a warrant officer who was awarded the B.E.M. for bravery when two Royal Engineers were killed in 1953 while on mine clearance.

A team of Royal Engineers and civilians fifty-strong is gradually making safe Britain's biggest mined beach, at Trimingham, Norfolk. At one time the War Office believed that the job was too dangerous to attempt and ordered the beach to be enclosed in semi-perpetuity. But in 1953 it was found that mines were being washed out to sea through erosion and reappearing further south. It was decided that the minefield would have to be cleared. It has taken four years to clear about half of its three-mile length, and it will be at least another four years before it is safe for holidaymakers. Only a few months after clearance began two R.E. bomb-disposal men were killed in an explosion. Owing to changes in the level of the beach and the difficult terrain, the equipment used for detection is varied. It includes mine detectors of 2 ft. sensitivity, mine locators of 5 and 6 ft. sensitivity, armoured bulldozers, high-pressure water-jets and explosives for collapsing cliff faces. The bomb-disposal unit has in the past four years located and destroyed 420 mines.



AN ARMOURED BULLDOZER CUTS AWAY THE CLIFF: Erosion may have caused mines to be hidden under debris. *Right*—A mine which has been found is exploded. In four years 420 mines have been destroyed at Trimingham.



SOUTH UIST WAITS FOR A DECISION

Questions About the Future of the Rocket Rang

THE NEW JETTY FOR THE GUIDED MISSILES RANGE : It has been specially constructed as part of the Government's project on South Uist, in the Hebrides. At present it is being mainly used by fishermen and crofters. Reports from the island at the end of last month stated that much of the preparatory work was at a standstill. In Parliament the Minister of Defence spoke of the possibility of "restricting the scope of the scheme."

By the end of last month the scheme for a guided missiles range in the Outer Hebrides was passing through another stage in its varied story. Briefly, the situation had changed from controversy to uncertainty.

Well over two years ago the Government announced its first proposals which affected the three islands of North Uist, South Uist and Benbecula. Of the three, South Uist was to bear the main brunt, some 1,500 acres being acquired there by the Air Ministry. Its inhabitants started protests which reached their climax early this year.

The objectors were of two kinds. Those who opposed the scheme outright—they were a minority—and those who wanted to be given full information about what was intended. The latter were not blind to the facts that the range could bring amenities, provide work and stop the emigration of the population.

It seems that the bulk of these objectors were satisfied. At all events preparatory work was started on South Uist, workers came over from the mainland and a number of inhabitants gave up their jobs to join the rocket range labour force. A new jetty and road were built at Loch Carnan, some other undertakings completed and large installations of machines imported. But last month there were increasing reports of all work being at a standstill and of people asking with justification whether after all the Government intended to drop the project.

THE SITE FOR THE PROPOSED HEADQUARTERS OF THE RANGE : Two large transformers, each weighing about 30 tons, and pile of prefabricated building units lie in a field in which sheep are grazing at Ardnomonie. Many men were laid off work on the range last month and the question being asked was how far the Government would proceed with the project.

In both Houses of Parliament Ministerial spokesmen were questioned but would do little beyond promising further statements "shortly." In the Commons during one afternoon Mr. Duncan Sandys, the Minister of Defence, who is responsible for the overall plan, had to answer a number of queries. Mr. Malcolm MacMillan, who represents the Western Isles, including Uist, in the Labour interest, asked him whether the range was to be abandoned or expenditure reduced on it. Mr. Emrys Hughes, whose constituency is further down the west coast of Scotland but whose right to question Ministers is never disputed, wanted to know details about original estimates for expenditure and what had, in fact, been already spent. Mr. Sandys gave a figure for the entire plan "in the order of £20,000,000," but claimed that it was contrary to practice to publish precise estimates of such projects. So far, he added, work carried out or in hand, came to "something under £500,000." He went on to say that the Government was considering restricting the scope of the scheme, and he hoped to make a further statement as soon as possible.

Mr. Sandys' attempts to distract the House by referring to the Dounreay atomic project brought a pleasant diversion between himself and Mr. MacMillan as to the exact whereabouts of Dounreay. But several members brought the subject back to South Uist, and Mr. Sandy's announced that it was "not correct to say that everything is at a standstill."

A couple of days later, in the Lords, Lord Mancroft told a somewhat persistent Lord Elibank that "the well-being of the crofter and the delicate economics of the islands are being borne very fully in mind." Lord Elibank had asked about recompense for the Government's change of mind in regard to South Uist.

These replies were probably all Parliament could hope for. Mr. Sandys certainly deserved sympathy because it would have been impossible for him to give his final decision until he had examined the views of the committee representing the departments concerned with the rocket range. Also the project must be affected by Britain's future contributions to NATO—and how far this is going to be settled this month has become far more problematic since President Eisenhower's illness. Of course, much sympathy should be extended also to the people of South Uist, who discovered after many months of trials and tribulation that their future was still very unsettled.

FRESH AND TRADITIONAL SCENES ON SOUTH UIST: A crofter carries on as usual on his farm, waiting to hear of the Government's future intentions for his island. When the proposals for the range were announced two years ago, there was considerable opposition on South Uist to the plan. *On left*—The road running down to the jetty is also one of the new works carried out in preparation for the rocket range.

COSTLY INSTALLATION STILL WAITING TO BE USED: It is part of the machinery set up to quarry stone for dwellings for the workers. The cost of the installation is unofficially reckoned in tens of thousands of pounds, but when this picture was taken it was not clear when or whether it would be fully employed. Many men had come to South Uist from outside to work and some inhabitants had given up their jobs and crofts, only to find that progress on the rocket range was held up.

ARTIST, SITTER AND PORTRAIT

Mr. Graham Sutherland with Miss Helena Rubinstein, of whom he has two Controversial Paintings on Show in the Tate Gallery, London

THE PAINTER WITH HIS TWICE-PORTRAYED SITTER: Mr. Graham Sutherland sits with Miss Helena Rubinstein, the head of the internationally-known cosmetics firm, during her recent visit to London. Two portraits of Miss Rubinstein by Mr. Sutherland are at present on view in the Tate Gallery. She wears the dress in which she was painted. *On right*—Another photograph shows the strength of the face, so powerfully portrayed by the artist.

An opportunity to compare art and reality is provided by the photographs of Miss Helena Rubinstein during her visit last week to London and the two portraits of her by Mr. Graham Sutherland at present on loan to the Tate Gallery. One of the paintings is reproduced on this page with photographs in which Miss Rubinstein is wearing the scarlet brocade dress in which she was painted. There are some differences in her jewels and ornaments.

As a portraitist Mr. Sutherland is always controversial. His paintings of Sir Winston Churchill, Lord Beaverbrook and Mr. Somerset Maugham spring to mind in this context. He is a serious artist and he is not in the least concerned in producing the sort of lifeless reproduction which is usually expected for a presentation piece. His Churchill, it will be remembered, raised controversy over the feet—or lack of them—and the accent on age.

He may not be complimentary but he is comprehensible and his portraits are among the more important being at present painted in Britain. The current standard of British portraiture is somewhat low. Mr. Sutherland is one of the few who raises it to a high—and therefore controversial—level.

His two portraits of Miss Rubinstein are the first of a woman he has ever exhibited in public. They show her in the one pose sitting and in the other standing. Both bear the hallmark of the painter and are alike in most details. The embroidered scarlet gown contrasts with a grey background. At the base of the pictures the colours taper away. At the top the head is held fiercely high and the chin is thrust out. Mr. Sutherland seems to find a great attraction in determined faces—compare Miss Rubinstein with Churchill or Maugham.

The exhibition in which both the pictures hang is in the West Annexe of the Sculpture Gallery of the Tate and contains recent acquisitions and loans. It should be open for several more weeks. There is much of great interest, including Henry Lamb's "Lytton Strachey" and some work by Gauguin, Gaudier Brzeska and Augustus John. Among the most compelling exhibits are undoubtedly the two Sutherland portraits. Both of them are on loan. The one of Miss Rubinstein sitting is her own property. The other belongs to Lord Beaverbrook and will eventually be presented to the Art Gallery in Fredericton, New Brunswick.

MISS RUBINSTEIN AS SEEN BY MR. SUTHERLAND: This is one of the two portraits being shown in the Tate and it belongs to Miss Rubinstein. The other is the property of Lord Beaverbrook.

MONACO'S RULER IN LONDON

Prince Rainier and Princess Grace Spend a Few Days in England and Visit the Queen at Buckingham Palace

AT A WEST END FLORIST'S: Princess Grace, wearing spectacles, and her husband are leaving the shop which they had visited during the drive back to their London hotel from Buckingham Palace.

WINDOW SHOPPING IN LONDON: The Royal visitors from Monaco look into the window of a shop during a tour of the West End. Princess Grace is wearing a beaver full-length coat.

ROYAL VISITORS FROM MONACO ARRIVE IN LONDON: Prince Rainier and Princess Grace are seen at the airport at the start of their private visit. Their baby daughter, Princess Caroline, remained at home. On the second day of their stay they visited the Queen and Prince Philip at Buckingham Palace and remained to luncheon.

ALL SMILES: The Prince and Princess smile as they leave their hotel to go to Buckingham Palace. *On left*—Princess Grace holds her husband's arm as they walk through Burlington Arcade, in Piccadilly. During their stay in London they also visited the theatre. Princess Grace is expecting her second child in the spring.

The World of Books

MUSIC AND MOTORS

The Careers of Artur Schnabel and Louis Renault; Autobiography of a "Clippie"; European Unity and European War; Novels set in Zululand and Sumatra

IN the world of music, and I mean by that a world that includes audiences and listeners as well as composers, conductors and executants, there are some names which are held in particularly affectionate regard. Bruno Walter's is one of these and the great Austrian pianist Artur Schnabel, another. In a paradoxical compliment his teacher once said to him: "You won't ever be a pianist; you are a musician," and it is as a musician of wide appreciation as well as a brilliant pianist that he will be remembered. Mozart, Beethoven and Schubert were to him the three great composers and his interpretation of their music was unforgettable. In Mr. Cesar Saerchinger's biography, ARTUR SCHNABEL (Cassell. 36s.), the writer has followed a line suggested years ago by his subject when discussing other musical biographies. "It is a sort of tribute to a great man," said Schnabel, "to know the facts of his career." Here they are recorded in detail and with much understanding by an old friend who is also a man of vast musical knowledge and one of the founders of the International Society for Contemporary Music. The portrait of Schnabel that emerges from his book is of a dedicated man but an essentially human character, too, with a sense of humour which was as liable to reflect on his own career as on anything else.

RENAULT (Bodley Head. 25s.) is a very different kind of biography and it is only fair to say that it may have read better in the original French of M. Saint Loup. As it stands, this pæan of praise for Louis Renault's mechanical genius, his patriotism and his remarkable virility has a faint overtone of hysteria. Louis Renault's achievements in the sphere of motors are not to be questioned. He was a pioneer of mass production and it is claimed for him that before the First World War his factory was producing more than Henry Ford's. His name survives in the reputation of his cars although the firm is now nationalised. As a character, a family man, a friend and an active squire of dames, the picture is just as colourful but not quite as clearly outlined. When he died in 1944 he was under a charge of collaboration which has not been proved. His death is thought to have been the result of torture while in Fresnes Prison, from which he was released in his last days.

From a man who thought in millions to a writer whose work demanded that she should think in pennies. FARES PLEASE (Hutchinson. 15s.) is Mrs. Edith Courtney's autobiography and much of it is occupied by her stories of life as a "clippie" on a provincial bus line. By and large, it doesn't seem to be a career to be recommended to the shrinking violet type but it can certainly seldom be dull. In her day Mrs. Courtney has coped with drunks, Welsh place names, breakdowns, rush-hours and rowdy children. The reader gets the strong impression that she coped efficiently, too, and her book is delightfully free from either the self-pity that some of the situations and her private hardships might have induced, or from that consciously brittle gaiety that is sometimes the hallmark of women biographers.

Politics and wars have been the inspiration of the next three books, of which the first, EUROPE AND THE EUROPEANS (Chatto and Windus. 25s.), is a report prepared by Mr. Max Beloff at the request of the Council of Europe and which takes the form of an international discussion. Mr. Beloff is now an Oxford don, Gladstone Professor of Government and Public Administration. What he has written here seems to be designed not only for his own students but for students everywhere whose subject is the foundation of European unity and the attempts in recent years to build on that foundation.

THE FIRST LABOUR GOVERNMENT 1924 (Chapman and Hall. 25s.) is the work of Mr. Richard W. Lyman, a Professor from Washington University, St. Louis, who gathered the material for this extremely readable book during a year of research as a Fulbright scholar at the London School of Economics. (It was Senator Fulbright of Arkansas who was the author of that excellent legislation which, after 1945, enabled so many young Americans to have a period of study abroad.) In this case the results have been admirable and Mr. Lyman's account as well as his assessments of that political situation which now seems so distant, are both fresh and unbiassed.

Dr. Heinrich Haape is a German doctor who served with the Wehrmacht during the spearhead invasion of Russia and remained through the winter campaigns, operating and fighting in the front lines and reaching the nearest point to Moscow which the Germans held: a point from which, in peace time, trams could run into the city. MOSCOW TRAM STOP (Collins. 21s.) is the story of his experiences, told by himself in association with Mr. Dennis Henshaw, and it makes a book of terror, misery, wholesale slaughter and unimaginable endurance. Germany's losses in Russia totalled more than 3,000,000 men; the Russians, it is said, lost 13,000,000. This is a chapter of that unimaginably terrible war.

THE GUARDS ON STAGE: The band of the Grenadier Guards takes part in the special seventy-fifth anniversary of the Gilbert and Sullivan comic opera *Iolanthe*, which took place at the Streatham Hill Theatre. In 1882 the Guards band led the Peers' Chorus on to the stage on the first night of the opera at the Savoy Theatre. On the present occasion the Guards took several curtain calls at the end of the evening, both alone and with the full company. It was found that they, in common with members of the cast, had been admitted to Fairyland. Each of the bandsmen had been equipped with a pair of gossamer wings.

Dr. Haape survived to move to South Africa and it is from that controversial but beautiful country that the first of this week's novels comes. WIZARDS' COUNTRY (Gollancz. 15s.) is by Miss Daphne Rooke who wrote *Mittee*, a novel that I remember as a good deal better than promising. Her new book is set in Zululand toward the close of the nineteenth century. It is told as by a Zulu youth, growing up with the handicap of a hunchback and only slowly proving himself to his tribe as a warrior and a man. The climax of the book, and one which the author handles with bold confidence, is the battle of Rorke's Drift and its aftermath. Sometimes savage, sometimes tender and always extraordinarily graphic, this is an exceptional novel by an exceptional writer.

SETUWO THE TIGER (Heinemann. 15s.) is by Mr. Johan Fabricius and has been translated from the Dutch by Mr. Roy Edwards. It is a tale of the Sumatra which the author knows so well and it is, by implication, a tribute to the race of Dutch officials who administered the country before the birth of the Indonesian Republic. As the story opens, one of these men is saying goodbye to a lifetime of work for the people of Sumatra and specifically to an old friend, an Indonesian headman. The work is over and he has been shown the door, but before Van Rhine leaves for Holland there comes the news of a man-eating tiger and, without obligations or authority, he sets out to hunt it down as his last act for the country that has meant more than a career to him. It is a moving book but it is also a very exciting one.

From the reader's point of view, which after all is the definitive point of view for any book, the great thing about Mr. Ludwig Bemelmans' books is that they really are great fun. In the past they were illustrated by his own drawings which were part of the fun but I see that, with his new novel, THE WOMAN OF MY LIFE (Hamish Hamilton. 12s. 6d.), the print is not relieved by so much as a single one of his quirky, absurd and witty line sketches. This is a pity, but, presumably, it cannot be helped. The story remains and this has all the humour, deviltry and mid-European common sense for which the author is known and his writing relished.

Mr. Paul Gallico's new novel is THOMASINA (Michael Joseph. 15s.) and it has in common with the last book only a quality of compassion and tender amusement. Otherwise, this author of *The Snow Goose* has told a story of human beings from a cat's-eye point of view, an angle diametrically opposed to that of the late, great Beatrix Potter, but nevertheless commendable. Thomasina is self-opinionated, knows her own value and, like other lesser cats, has an influence on the people in or on the fringe of her life.

TEN POLLITT PLACE (Secker and Warburg. 15s.) is Mr. C. H. B. Kitchin's new novel written with a background of that kind of material respectability which is bounded on the north by Brompton Road and to the south by King's Road. There is scarcely anybody who can write a story of manners with as much conviction or, it often seems, with as much local light and shade, since the phrase local colour would be a little strong here. Agreeable, entertaining and, in the final count, optimistic.

ANGEL WITH BRIGHT HAIR, by Paul Batchelor (Methuen. 15s.), is a not too romantic reconstruction of Dante Gabriel Rossetti's love for his model Elizabeth Siddal; the lovely, frail and inadequate girl who died before their interminable "engagement" had resolved itself into marriage. Admirably documented and a new window opened on the economic problems of Ruskin and the Pre-Raphaelite Brotherhood.

Vernon Fane

* **Suggestions for books for Christmas will be found on page 400.**

PROFESSIONAL REVOLUTIONARY

The Story of Felice Orsini

FELICE ORSINI was a professional revolutionary in an age of revolutions and unrest. Born at Meldola, Romagna, in 1819, and early on a member of the Giovane Italia, a society founded by Mazzini, Orsini reached the zenith of his chosen career when he formed a plot to assassinate Napoleon III, whom he regarded as the chief obstacle to Italian independence. In THE BOMBS OF ORSINI (Secker and Warburg. 25s.) Michael St. John Packe tells the story of this remarkable but not distinguished man, who wielded the dagger of Mazzini. It was Cavour's diplomacy that really won the day for Italy, not the revolutionaries' outrages which convulsed all Europe. This is a book of remarkable tension, and for sheer excitement Mr. Packe's account of Orsini's escape from the fortress of Mantua could not be bettered.

There is a portrait in the National Portrait Gallery which, although small and hung in a narrow passage, inevitably catches the eye. It is of an officer of the Guards, long, languid, reclining, in Ouidian elegance. It is the work of Tissot and a tantalisingly brief description beneath the canvas declares that the subject in question is Frederick Gustavus Burnaby (1842-85), soldier, traveller, politician, and balloonist; memorable for his famous ride to Khiva in 1875-76. Killed in action in the Soudan. In THE TRUE BLUE (Hart-Davis. 30s.) Michael Alexander relates the highlights of the career of this very English type of man, this very Victorian Victorian, a giant of over 6 ft. 4 ins., who looked for action wherever it was to be found, whether in darkest Africa or the ballrooms of Mayfair. His thirst for adventure even took him into the political arena in darkest Birmingham, where he stood as Tory candidate in this stronghold of radicalism in company with Lord Randolph Churchill. Michael Alexander here records the joyous open-handed life of a man who was as familiar to the English public in his own day as is the average modern television star.

Otto Skorzeny, the man who carried out the sensational rescue of Mussolini when he fell into Allied hands and removed Horthy from the fortress of Budapest, is a modern adventurer rather in the Burnaby tradition. He calls this story of his military days SKORZENY'S SPECIAL MISSIONS (Robert Hale. 18s.), showing how he graduated from an obscure post as an Austrian captain of engineers to be the central figure in a series of adventures which made him "one of the most dangerous men in Europe." His story ends with his trial and acquittal before the War Crimes Commission in Dachau and his voluntary move into a denazification camp.

OUTWARD BOUND (Routledge and Kegan Paul. 21s.) is a record of the sterling work of the schools which have been established for the benefit of young people between the ages of fourteen and nineteen, helping in that most difficult period of transition from boyhood to manhood. The Duke of Edinburgh contributes a foreword and the Duke's old headmaster, Dr. Kurt Hahn, writes on the origins of the movement. Alan Villiers writes on the impact of the sea on the nation's youth.

ENJOYMENT OF LIVING

"To ski is to enjoy being alive." With these words James Riddell opens his THE SKI RUNS OF SWITZERLAND (Michael Joseph. 35s.). The full pleasure of the enjoyment, he continues, is to be sampled in Switzerland. To enable anyone to do this the author, a former British International and Olympic skier, has produced a most comprehensive survey. The sections of the book deal with the cantons, and the chapters are concerned with the chief centres in each. Details are given of the height of various centres above sea-level; the number of inhabitants; hotel, pension and chalet beds; the time taken in travelling to the resorts from the Swiss railway junctions and airports; and such minutiæ as the local religion and language predominating. And, of course, there is a wealth of information about the ski-runs—well known and lesser known—with numerous illustrations and diagrams. A valuable appendix consists of four pages of "Ski Tips," succinct advice which the beginner will want to learn by heart.

THE SNOWS OF ZERMATT: The path in the foreground leads from Hohtälligrat to Rote Nase. The immense slopes from Rote Nase and Stockhorn (in background) start on the left down to the Findeln Valley. The picture is from the book reviewed in this column.

An equally worthwhile glossary explains the meanings of the terms used by skiers in German, French and English.

The book needs no recommendation to those who ski. However, Mr. Riddell's introduction deserves a wider audience than those already engaged in the sport, for it explains why it is continually attracting new devotees. "Skiers," he tells us, "are liable to be conservative." But the author is not. He accepts the inevitability of an increase in the number of ski-lifts and even anticipates without undue horror the days when "fleets of commercial helicopters" will dump beginners at the tops of runs. As he points out, there will always be space in Switzerland for the ski-tourer and the ski-mountaineer to enjoy to the full the pleasure of being alive.

Giusto Gervasutti, one of the greatest mountaineers of our time, with a record of remarkable climbs, not least the second ascent of the Matterhorn in winter, left behind him when he died in 1946 a narrative of his adventures. GERVASUTTI'S CLIMBS (Hart-Davis. 30s.) has been translated by Nea Morin and Janet Adam Smith. He was a man of characteristic independence, climbing for pleasure and not for national prestige and knowing the inner satisfaction that comes with achievement in the high places of the earth. This is a magnificent record of endeavour.

Jazz already has a considerable literature, most of it ecstatic and only a little of it worthy of the theme. Marshall Stearns' THE STORY OF JAZZ (Sidgwick and Jackson. 30s.) is a systematic and objective history chronicling the evolution of this musical form from African and West Indian origins. The pages are thronged with strong personalities who belong to the fevered days of the development of what is essentially a protest music. Mr. Stearns is at pains to probe into the psychology of what brought so many gifted individuals into this field.

Here is a new illustrated book of outstanding quality, Victor Crastre's TOLEDO (Harrap. 30s.). In about a hundred photographs and reproductions of famous paintings the glories of the Spanish city are magnificently recorded.

THE CONNOISSEUR YEAR BOOK (National Magazine 25s.) makes its welcome annual appearance. A special feature this year is an account of Sir Hans Sloane's plants as they have been recorded on Chelsea Porcelain. The article is written by Patrick Synge Hutchinson and is lavishly illustrated. Great houses in England and America also provide subject matter for valuable contributions.

R. C. E.

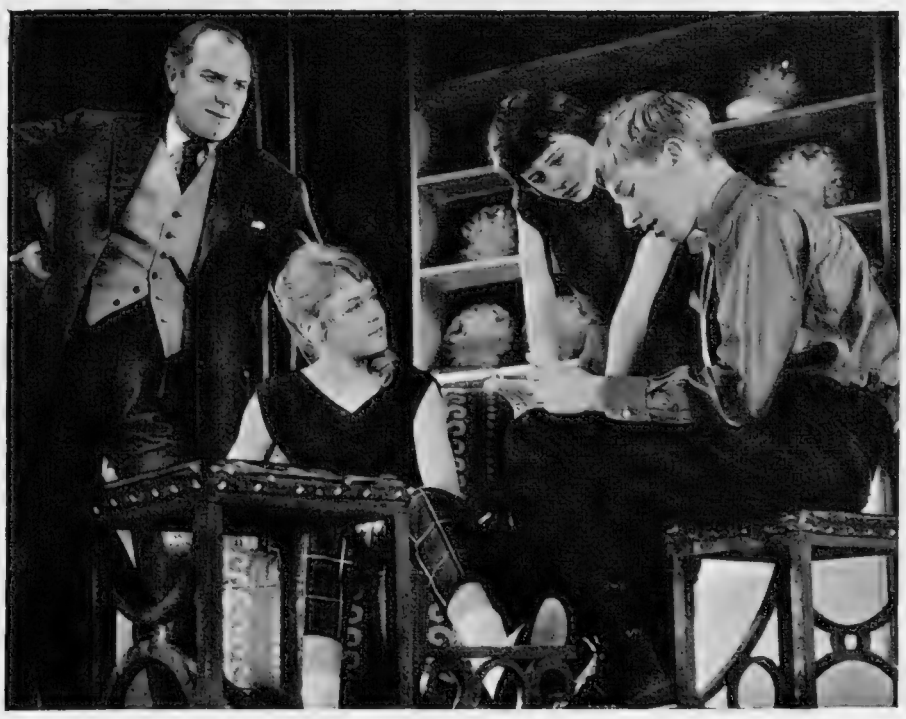
AT THE HAYMARKET THEATRE: In *Flowering Cherry*, by Robert Bolt, are, from left, Cherry (Ralph Richardson), Bowman (Brewster Mason), Isobel Cherry (Celia Johnson), Carol (Susan Burnet), Tom (Andrew Ray) and Judy (Dudy Nimmo).

FINE ACTING IN A NEW LONDON PLAY

In Jim Cherry Mr. Robert Bolt has created a man of straw who has little or nothing to commend him. He is an insurance clerk who, in his family circle, is given to boasting, lying, pilfering, drinking and holding forth about his great dream of becoming a farmer. Having once possessed great strength, he still insists he is a strong man and to prove this he frequently demonstrates with a small poker which, with constant practice, bends almost at a touch. When the whole falsity of his life at last becomes apparent and his wife, who has for long been disillusioned, decides to leave him, he begs her to stay and offers to show real strength by bending a large poker. The effort is too much for his already feeble heart. In spite of all this meanness and pettiness, Sir Ralph Richardson's performance is so skilful that the audience cannot help feeling at least a sneaking sympathy for Cherry. At the same time Celia Johnson plays the part of the wife with such balance that one is always conscious of her ever-growing despair. The play itself—Mr. Bolt's first on the London stage—is well constructed and undoubtedly more will be heard of this author. Mr. Frith Banbury's production does much to help towards its success.

DRAMATIC CLIMAX: The boastful Cherry, desperate at his wife leaving him, attempts a feat of strength. In trying to bend a poker, he has a heart attack and collapses.

THE DISILLUSIONED WIFE: Isobel Cherry sits in their home with her husband Jim. Behind them is the keg of cider which he is constantly tippling, with the secret addition of gin. Cherry is a worthless, shiftless character who has dreams of being a farmer but is given to wild boasting and frequent cheating. In the end even the dream of the farm turns out to be false and his completely disillusioned wife leaves him. The acting of Sir Ralph Richardson and Celia Johnson in the two chief parts is outstanding.



On left—

"LIKE FATHER . . .": Tom and Judy Cherry (together on right) have inherited much of their father's shiftiness. Carol (centre) is Judy's friend. Jim Cherry is always trying to impress her with his strength and prowess.

GLAMOUR IN OPERA

Miss Adele Leigh's Return and the Debut of an Exciting New Carmen at Covent Garden

A NEW CARMEN : Miss Eugenia Zareska has taken over the title-part in Bizet's famous opera. This young mezzo-soprano has made regular appearances in France, Italy, Switzerland, Germany and Great Britain.

ADELE LEIGH RETURNS TO COVENT GARDEN : Miss Leigh, seen here with Forbes Robinson, last played the part of Susanna in Mozart's *The Marriage of Figaro* about three years ago. Since leaving the company last year she has made the film *Davy*, to be released shortly.

The current season at the Royal Opera House, Covent Garden, includes two young singers whose striking physical attraction has claimed almost as much notice in the Press as their excellent singing. Between them, Miss Adele Leigh, who reappeared in *The Marriage of Figaro* on November 23, and Miss Eugenia Zareska, who has taken over the title-role of Carmen, have done much to banish the popular conception of the traditional prima donna—portly and formidable. Miss Leigh left the Covent Garden Opera last year to appear in the film *Davy* with Harry Secombe. Since then she has sung in Rome, Paris and Vienna and appeared on American television. She returns as a guest artist. Miss Zareska, who was born in the Ukraine, has sung at La Scala, Milan, the Edinburgh Festival, and Glyndebourne. She lives in Paris and is a radio and record star there. She has also co-starred in Italy in a film with Vittorio de Sica.

On right—

A SCENE FROM ACT II OF "THE MARRIAGE OF FIGARO" : Count Almaviva, on the extreme left, is played by Geraint Evans, Susanna by Adele Leigh, Figaro by Forbes Robinson and the Countess, Una Hale.

ANOTHER SCENE FROM ACT II : Almaviva (Geraint Evans ; left), who has wearied of the Countess (Una Hale ; right), has now transferred his affections to her maid Susanna (Adele Leigh), with whom Figaro (Forbes Robinson) is deeply enamoured.

THE DANCE FROM ACT III : A comedy of intrigue and deception with immortal music, *The Marriage of Figaro* received its first performance in 1786. The production at Covent Garden is by Christopher West and the orchestra is conducted by John Pritchard.

AUTOMATION IN THE POST OFFICE

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

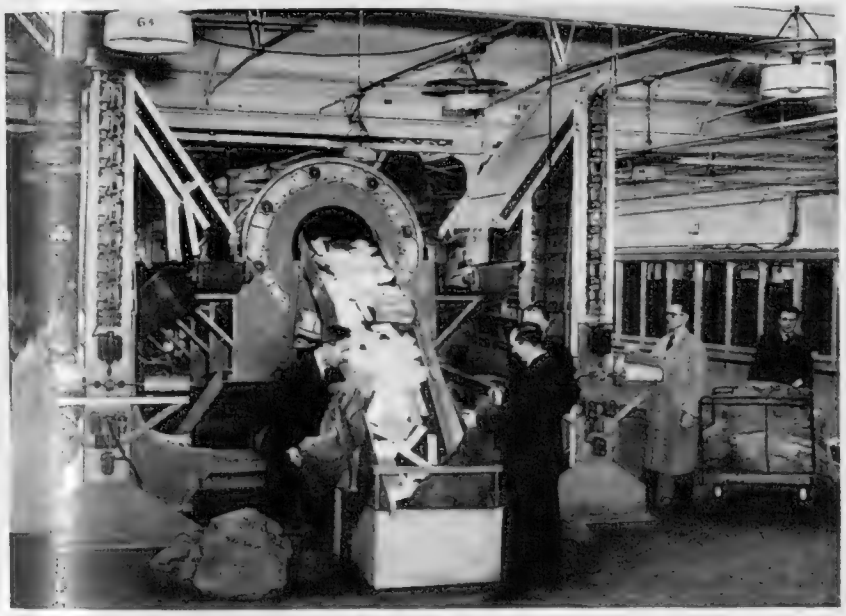
IT is not really easy to believe that the team of British experts who flew to America last month to discuss postal mechanisation will learn much about general standards of efficiency from the United States postal system. Any Englishman who has ever fumed in an American post office while a bored clerk behind a grille thumbs his way slowly through a dog-eared regulation book to answer even the simplest query is likely to regard the uppish, but usually competent, misses behind our own counters, with a little more respect. In the American economy, minor public Civil Servants are among the lowest paid workers and this fact conditions the kind of recruits its public services get. Even they, however, are steadily becoming more expensive to employ: and the British Post Office experts certainly will find in the States various types of mechanisation undertaken primarily to reduce rising labour costs in order to maintain its present low standards of service.

Wage inflation has hit the British postal system hard, too. Delivery services cannot be varied much according to the flow of traffic, nor really speeded up much by mechanisation. For a postman in urban areas, whose stops are necessarily frequent, irregular and unpredictable, no form of transport is as efficient as his own two feet. So one cannot do much to increase the "productivity" of a postman: yet during the general shortage of labour we have had since the war, even apart from Government rulings that Civil Service rates should be brought roughly into line with pay for similar jobs in industry, the G.P.O. has had to pay higher wages to get and keep recruits. Hence the fairly frequent increases in postal charges, the latest this summer: hence, also, the G.P.O.'s intense interest in mechanising the rest of its operations.

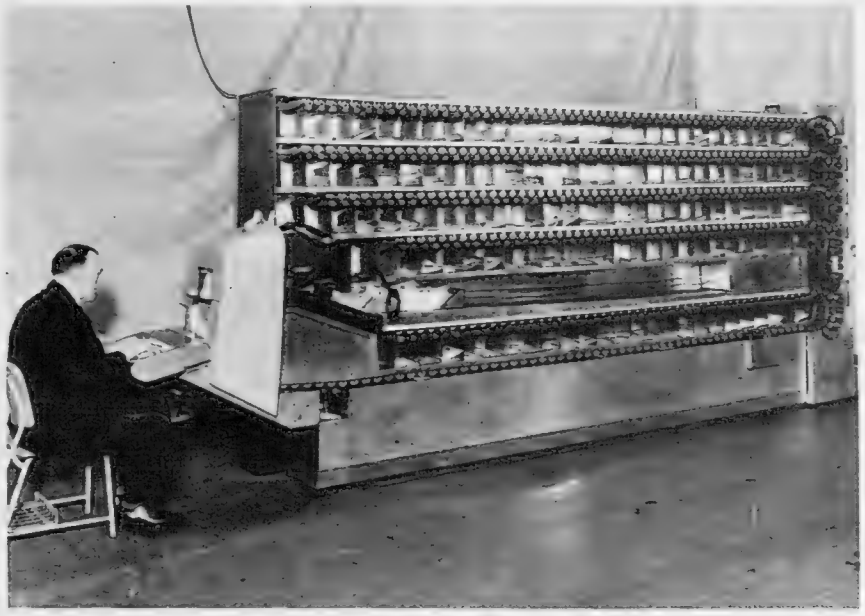
Inside the sorting office, machinery does pay. The G.P.O. has under test or on order equipment that goes quite a long way towards complete mechanisation. In a sorting office thus equipped, the post would be emptied from mailbags into a hopper and fed on to a conveyer belt running to a circular separating drum. While moving through this drum, thin letters would slip through hinged flaps on the outside of it on to a conveyer below, leaving newspapers, packets and bulky letters for hand-sorting. The letter conveyer would run its burden over a series of spring rollers separated by 8-in. gaps, which would let small square envelopes drop through but carry foolscap and larger envelopes along.

Another machine, which will work electronically with specially sensitised material in the gum on postage stamps, has been developed to turn letters all the same way up, allowing wholly automatic postmarking. Actual sorting for destinations can be carried out by a "visual-electronic" machine. The operator sits before a window in which each letter is shown to him: for each one he presses two out of twenty-four keys according to a pre-arranged code that allows sorting for 144 destinations. His "coding" of each letter is recorded on an electronic memory device: by the time the letter has been conveyed along rollers to the sorting-box, its delayed coding operates to divert it into the appropriate pigeon-hole.

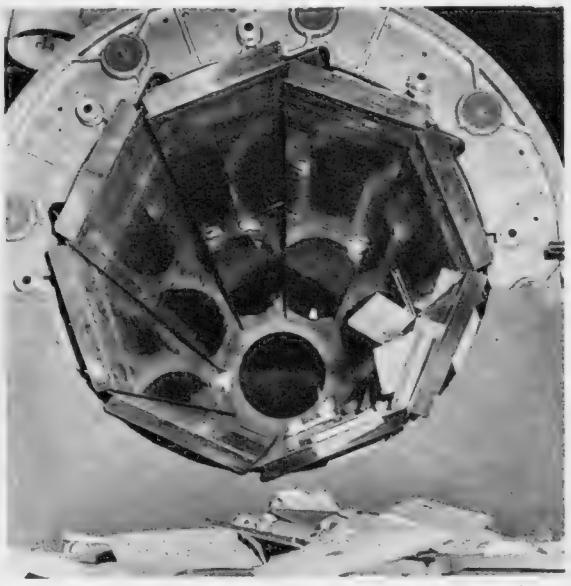
There, in rudimentary essence, is automation in letter-sorting. How far it could be applied to all the 10,000,000,000 widely different shapes and sizes of letter and parcel handled in Britain's sorting offices, each year, nowadays, and whether the various sensing devices that are being developed to "read" lettering and even hand-writing could ever economically be brought into the sequence to speed matters further, are questions that the G.P.O. experts, and their opposite numbers in the United States and Canada, have probably been discussing. A good deal depends on just what kind of service people want, and the Postmaster-General recently announced that the G.P.O. is to ask the public about this, through its Social Survey organisation. One can readily envisage the possibility, for example, that certain automatic equipment might work best with a standardised letter like, say, an air-mail letter-card, in shape and address. At the other end of the scale, Mr. Marples has raised the question whether some people might waive delivery in order to get their letters quickly and cheaply—presumably picking them up, as in a "poste restante" system.



THE LETTER AND PACKET SEGREGATOR: When the contents of a mailbag have been tipped into the loading hopper they are carried on a conveyer band to the segregator drum (seen *on the right*) where thin letters slip through the hinged flaps and fall on to another conveyer below. Newspapers and packets cannot pass through the apertures and emerge at the other end of the drum ready for hand-stamping.



THE LETTER-SORTING MACHINE: It is operated by the man who sits before a window in which each letter is shown to him. For each letter shown the operator presses two out of twenty-four keys according to a pre-arranged code. The machine can sort to 144 separate selections at speeds up to nearly 6,000 letters an hour. It weighs less than 3 tons and can be moved to another position within two hours.



Delivery remains expensive, in spite of the reductions in frequency and regularity we have suffered over the years: 70 per cent. of the costs of the postal service are wages and salaries. In 1955-56, the last year for which detailed accounts have been published, the postal service was running at a loss, like the telegraph system, with the telephone service bailing them both out. Since then, costs for all services of the General Post Office have risen further.

The Post Office is, in effect, the country's oldest nationalised industry, and a pretty big one. It employs about 350,000 people and, at present values, something of the order of £1,000,000,000 of capital: recently it has been investing nearly £100,000,000 each year, considerably more than any private manufacturing industry in Britain. In technique, it ranges from the man trudging along with a sack over his shoulder to the incredible complexity of the electronic telephone exchanges through which, over the next decade or so, every subscriber in Britain will be able to dial every other subscriber direct; "on the side" it runs a savings bank and money despatch system and is a very large-scale tax collector, and dispenser of social services, through licences and pensions.

It is in its telephone service, of course, that the Post Office has the most chance of technical advances—and economies—through automation. The telegraph system has been run at a loss for many years: traffic on it to-day is not much more than half what it was before the war, though there has been steady development of overseas cabling and of the "Telex" network of business teleprinter circuits. The telephone, which to a large extent has outmoded its older brother, is still a rapidly-developing service, with about 7,250,000 telephones in use and nearly 5,000,000 exchange connections: even so, there is plenty of room for further expansion, with only about one home in six on the telephone.

The changes in telephone charges announced last month—which, incidentally, represented the first reduction in price announced by any nationalised industry for years—are closely knit with further automation of telephone exchanges. As charges stood, some of the automatic exchanges installed simply could not be fully used: Holborn Exchange, for example, was equipped for dialling of numbers up to 20 miles away, but did not, simply because it could not, record anything but three-penny calls on a subscriber's charging meter. The newly introduced system, which will standardise charges in each of 600 areas, instead of the 6,000 different sets of charges which are in existence to-day, and will allow 3d. calls within each area and all that adjoin it, opens the way for the introduction of inter-city dialling (which the G.P.O. hopes to extend to some forty areas by 1970).

Technically, the G.P.O. telecommunications research unit, working in close co-operation with five manufacturers on such developments as the electronic exchange, is probably abreast of anything in the world. In terms of applying new technique, America's private enterprise telephone system is somewhat ahead. But the present plan for inter-city dialling in Britain may well bring this facility to a bigger proportion of British telephone subscribers during the next decade than of American: we have, after all, far fewer to cater for. And some experts think that the small area of Britain, plus the nature of telephone costs, in which the installation of the service is so much more important than the actual cost of putting any particular call through, might eventually enable "postalisation" of all telephone calls—being able to dial practically anywhere in Britain for the same price.

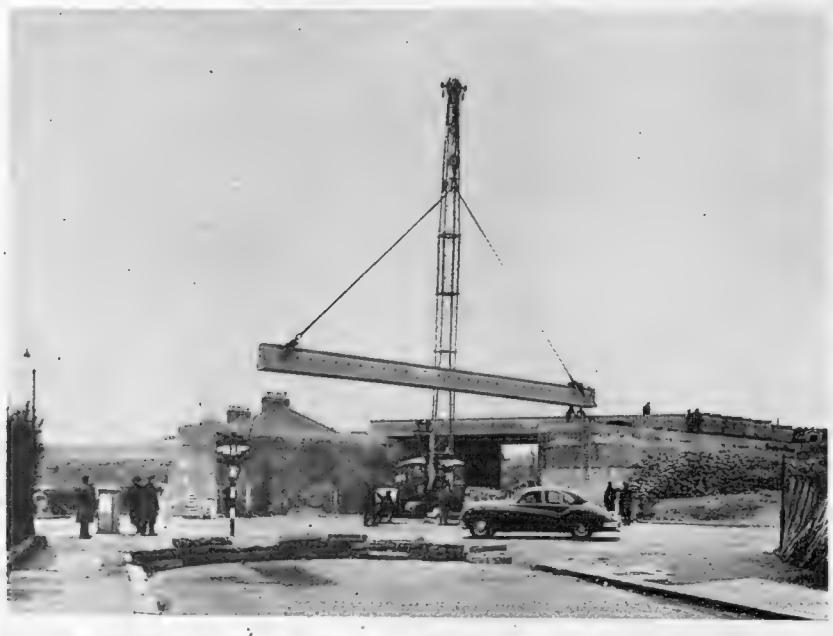
PROGRESS IN INDUSTRY AND ENGINEERING—*A Weekly Survey of Achievement in Britain and Overseas*

On right—

FORD'S NEW FOUNDRY

The £8,000,000 Thames Foundry, at Dagenham, Essex, just completed by the Ford Motor Company Ltd., is one of the most advanced of its type in the world. Occupying 22 acres, the two buildings of the foundry are in design, mechanisation and standard of working conditions equivalent to the most modern units in America. The foundry has been built in accordance with the company's policy to weld greater production to increased efficiency. Output per man-hour of the particular types of castings involved will be twice what it would be under previous methods of manufacture. 400 tons, or about two-thirds of the total Ford output of castings, will be produced daily. For the most part cylinder blocks and heads, and the larger castings for tractors will be manufactured.

On the right is a general view of the Thames Foundry. The main building is a quarter of a mile in length and was started in March 1955. The picture *below* gives an indication of the spaciousness of the interior of the unit. The part shown is the fettling area, where the hot castings, taken out of their moulds, are cooled and cleaned or "fettled" to remove all the rough surfaces. The design and layout of the new Ford foundry at Dagenham are the result of an exhaustive study of all the principal foundries in America, Europe and Britain.



CONCRETE BEAMS FOR A ROAD BRIDGE

Prestressed concrete beams are being used for the construction of the Chiswick flyover on the Cromwell Road extension in West London. The picture *above* shows one of these about to be lowered into position over Wellesley Road, Chiswick. The concrete beams, which are 72 ft. in length and weigh about 23 tons each, were precast by Cowley Concrete Ltd., at their works at Abingdon, Berkshire. They were transported to their site at Chiswick by road.

VENEZUELA'S FIRST DRY DOCK NEARS COMPLETION

This month the dry dock at Puerto Cabello, Venezuela, will be inaugurated. With its completion the country will enter the maritime scene and her growing fleet of freighters and navy ships will no longer have to sail to far-off ports for servicing and repairs. The 759-ft.-long dry dock will accommodate ships up to 30,000 tons. A 2,300-yard ship canal running through the mud flats will connect it with Puerto Cabello harbour and the sea. The location of the dry dock nearly a mile inland results from an alluvial deposit of 225 ft. of soil over most of the area. The huge concrete dock had to be set on hard rock and its site was the most convenient and accessible location. Some 8,000,000 cub. yards of mud were removed in dredging the ship canal and lagoon for the dock. The lagoon is 1,300 ft. in diameter and permits the turning of ships. When a ship has floated into the dry dock the gates will be closed and the water pumped out at the rate of 186,000 gallons per minute. At the dockside will be one 100-ton crane, together with several 25-ton cranes to aid in repair work. All the shops necessary for service and repair work are to be on hand. The future of Puerto Cabello as a South American maritime capital seems to be assured. Plans have already been made for a second dry dock and new shipyards. Railways and roads have been constructed to link the port with inland cities.

PROGRESS IN INDUSTRY AND ENGINEERING—*A Weekly Survey of Achievement in Britain and Overseas*

MAJOR HOSPITAL DEVELOPMENT IN WESTERN NIGERIA

Nigeria's first teaching hospital, the University College Hospital, which was opened by Her Royal Highness the Princess Royal last month, is situated on a site 187 acres in extent on the north-east side of Ibadan, the capital of the Western Region of Nigeria. On the east and west, within the site boundaries, are two small hills. On the eastern slope is situated the housing estate which accommodates the senior administrative, medical, nursing and technical staff, while on and around the western slope are sited the ancillary buildings. The main hospital buildings lie in the valley between these slopes. The construction of the hospital started towards the end of 1953, the main contractors being Richard Costain (West Africa) Limited. It provides beds for about 500 in-patients and has operating theatres, pathological, X-ray, research and other facilities comparable with those of a modern teaching hospital in the United Kingdom. The out-patients department has been planned on a large scale to cater for the considerable numbers likely to attend daily due to the shortage of general practitioners in Ibadan. A medical school is also incorporated in the scheme. The various ancillary buildings comprise a nurses' home capable of housing up to 350 staff nurses and nurses in training; a clinical students' hostel to accommodate 150 students; a hostel for twenty junior resident medical officers and a school of hygiene and preventive medicine. The building of the hospital owes its origin to the need for providing facilities for the clinical training of medical undergraduates of the University College of Nigeria. It also provides important research facilities for the members of the Faculty of Medicine of the University College and for other research workers. Naturally, however, teaching and research are not the sole purposes which it serves. It is also a general hospital devoted to the treatment of the sick and disabled. An important fact in the construction of the institution is the remarkable speed with which the work, carried out by Nigerians, went forward.

THE RESIDENTIAL BLOCK AT THE NEW TEACHING HOSPITAL: It is one of several buildings erected to accommodate senior members of the medical staff. Underneath the first floor is space for the garaging of cars.

A LARGE NEW POWER STATION FOR GERMANY

Workers employed on the construction of an exceptionally large power station which forms the major part of a new building project being carried out in the German village of Geesthacht, situated outside Hamburg, on the banks of the River Elbe, are gathered to watch officials perform the "topping out" ceremony. This custom, whereby a decorated wreath is hoisted high above the site, is observed when the highest stage of any new building under construction is reached. The erection of the power station began at the end of 1955 and it is anticipated that the new plant will be ready to deliver electricity at the end of next September. The pipes running down the slope will pump water into a reservoir. The output of the station is expected to be in the region of 580,000 kilowatts. Over 4,600 tons of steel and 1,800 tons of cement are being used in its construction. More than 800 workers are employed on the site, said to be one of the biggest in Europe.

A TEXTILE MILL IN NORTHERN NIGERIA

The opening of a £1,000,000 textile mill at Kaduna, Northern Nigeria, brings a new industry to the country and is the first development of its kind in British West Africa. It is owned by the Northern Region Development Corporation, the Northern Regional Marketing Board and David Whitehead and Sons Ltd., the British textile manufacturers of Rawtenstall, Lancashire. The design and construction of the building were carried out by Taylor Woodrow (West Africa) Ltd., from an original layout prepared by Whitehead and Sons. Equipped with the latest textile machinery, the plant will be capable of an output of about 12,000,000 yards of cloth a year from cotton grown in the vicinity. The factory is one of the largest buildings in the country, covering an area of 140,000 sq. ft. The superstructure consists of a steel-framed, multi-span Arcon Sawtooth Roof, supplied by Taylor Woodrow (Building Exports) Ltd., the marketing members of the Arcon Group of prefabricated building manufacturers. It is 650 ft. long and 225 ft. wide and is one of the largest "ready made" buildings to be shipped from one country to another. The components for the superstructure were manufactured, assembled and shipped to Nigeria within eight weeks of the order having been given in October 1955.

The Sphere of Travel

BY SEA TO SUNNY LANDS

An Extensive Survey of the Facilities Available for Cruises in the Winter and Early Spring

By GORDON COOPER

EACH time I travel by sea, even on the shortest of voyages, I find that the moment the ship moves away from the quay I forget all the restlessness of everyday life. Without a doubt, the sea weaves some kind of spell which cuts one off, for the time being at least, from the bustle and cares of modern civilisation. And is that not the kind of perfect holiday which many people long for ?

Fortunately, there are many opportunities for obtaining this kind of holiday—a holiday where you can rest, relax, and recuperate. I think, too, that a winter or early spring cruise is the most rewarding of all, for it takes you—from a week to fifty days or even longer—away from our rather grim climate to lands of sunshine. At the same time I must point out that it may not always be easy to get just the kind of trip you want, for the present popularity of sea travel means that the more popular voyages are booked up well in advance. Many people, in fact, make their reservations twelve months ahead of their intended cruise. But do not let this necessarily deter you, for even if a travel agent should tell you that a certain sailing is completely sold out, I advise you to get in direct touch with the shipping company concerned just to make sure, for in a number of cases you may find that vacant berths are available.

The range of cruises can only be outlined here, and even then I must restrict myself to a limited number of suggestions. Top of the list for luxury is the Mediterranean cruise by T.S.S. *Olympia* of the Greek Line. While the voyage starts and ends at New York, British travellers can join the ship at Tangier, returning to Southampton from Lisbon. Arrangements and fares include these trans-shipments. Calls are made at twenty-three ports, with opportunities for sightseeing tours (handled by the American Express). The ship itself has twenty-two spacious air-conditioned public rooms, a two-storied theatre, three swimming-pools and every facility for comfort and pleasure. The embarkation date from Southampton is January 24, returning there on March 15; and fares are from £320.

For those with more modest tastes, there are some interesting freighter sea tours to the Mediterranean. These ships have room for up to twelve passengers on their normal cargo runs. Berths, however, are much in demand by those who prefer informality and reasonable cost. I need hardly add that travel on these ships is often luxurious, and is always satisfactory, but it is necessary to emphasise that a fixed sailing schedule is rarely adhered to. You must, therefore, allow for this in your calculations. There are several specialist travel agents, including Informal Travels, who can supply full details about these trips.

Here, for example, are some of the offers available: a five- to seven-week round voyage to Palestine in new Israeli freighters (with Continental cuisine), and with opportunities to make excursions during the seven-ten days spent in port at Haifa/Jaffa; the inclusive cost is from £110. Another round trip (six weeks duration), by British freighter, offers the following itinerary: Malta, Alexandria, Beirut, Tripoli and/or Lattakia and/or Iskenderun, Izmir and/or Cyprus, Piraeus, and there may be other deviations. The cost, irrespective of duration, is from £110. Then, a specially recommended voyage can be made in a Danish freighter, with excellent cuisine, which calls at twenty ports during a six-seven-week tour. The inclusive cost is from £135 each in double cabin, £165 in single cabin.

For those with less time to spare, I suggest that a cruise by Spanish freighter to the Canaries might appeal. The

HOLIDAY IN THE SUNSHINE : Passengers from the Union-Castle liner *Kenya Castle* are seen on board a tender while on their way back to the ship at Gibraltar

LOOKING AHEAD TO 1958

It has not always been easy to obtain hotel accommodation in Copenhagen during the summer at short notice. It is good to hear, therefore, that several hundred more hotel bedrooms will be available next year ; two quite large hotels are being built and will be open in the spring. Prices for a room only are likely to range from 28s. upwards, for a one-night stay.

There is interesting news from Montreux, where it is reported that the new road tunnel under the Grand St. Bernard Pass will be started next year. The Swiss end of the tunnel will be at the little village of Bourg St. Pierre, and on the Italian side the exit will be at St. Remy, where tolls will be collected. There will be roofed-in double roadways and a ventilation shaft will be sited in the middle. According to present plans, the tunnel will be ready by 1960 and will provide a much-wanted route for British motorists driving to Italy.

The ski-lift fares in Norway have just been announced for the 1958 season. They seem cheap enough, the most expensive being 18 kronor (about 18s.) for ten trips and the cheapest costing only 50 ore (6d.) a time. There is a surprising number of them—at least twenty-five—those at Finse, Geilo and Lillehammer being the best-known.

Not many people realise that Nice is one of the largest towns in France, and even fewer know that the airport at Le Var is now the third largest in the whole country. The new buildings and facilities of what must be one of the most modern airports in Europe have now been completed and it is expected that nearly 1,000,000 passengers will pass through it next year.

If anyone can spare the time, there is a wonderful tour of the United States and Canada leaving Southampton by S.S. *Mauretania* on July 1 next year, and returning on August 1 from Quebec by S.S. *Ivernia*. This is a real Cooks Tour of the New World and is accompanied by a courier from the moment the party arrives in New York until it boards the steamer for the return journey at Quebec. Places visited include New York, of course, then Philadelphia, Washington, Niagara Falls, Toronto, Ottawa and Montreal. The inclusive cost is 250 guineas per person, or you can travel by air if you prefer at an extra cost of £43 10s.

Similar escorted tours will be operated by the same travel agent with departures in April, August and September. This should provide just the opportunity many people have wanted for obtaining a quick look at North America, with the advantage of having an expert at hand to explain the sights. The £100 allowance will be quite adequate, since the V-form amount (the dollar content of the tour) only comes to £53, leaving £47 in dollars for personal spending.

W. D. C. C.

SUNSHINE IN THE CANARIES : The tall palm trees cast their shadows in Las Palmas. In his article Gordon Cooper suggests ideas for cruises to the Canary Islands

round voyage, including two days ashore, occupies a fortnight, and the fare is £42. There are similar cruises to Madeira, Tenerife, Las Palmas and Casablanca by the Greek Line passenger ship *New York*, the fare for the fifteen-day trip being from £70.

An unusual kind of spring cruise is that organised by the Bergen Line in the *Meteor*. Setting out on March 16, and again on March 23, from Bergen, the goal is the Lofoten Islands, where there is the quite amazing spectacle of the fishing fleet at work amid the greatest cod fisheries in the world. Expert guides explain the various fishing methods and the processes of preparing and canning the product; and members of the party will also have the choice of trying their own luck with hand lines.

In addition to the main objective of the cruise, there is the journey itself along the Norwegian coast and this presents a striking scene, not least the great "Lofoten Wall" itself—a vast chain of wonderful peaks. Owing to the Gulf Stream, the temperature in March at the Lofotens is mild but exhilarating, but do not expect too much in the way of sunshine. The inclusive cost of this cruise is from £32 10s., to which must be added the fare over to Bergen and back. Incidentally, liquor is sold on board, but not at duty-free prices.

While it is true that the Lofoten cruise (U.K. to U.K.) occupies only ten days, it is not easy to offer practical suggestions on how to get a good dose of sunshine in so limited a time. It could be managed only if you set out on your sea trip from some Mediterranean port, such as Genoa, Venice or Brindisi. From Genoa the Adriatica Line will take you on a round trip occupying twelve days to Naples, Alexandria, Piraeus and Syracuse. From Bari the same line, in eleven days, offers Piraeus, Izmir, Istanbul and Brindisi. Shorter still in time are the eight-day voyages to Piraeus and Rhodes, and Piraeus and Crete by Typaldos Lines from Venice and Brindisi respectively.

There are also weekly sailings from Brindisi on a seven-day round trip by the New Epirotiki Line to several Greek islands, and by Nomikos Line to Corfu, Ionian Islands, Patras, Piraeus, Dodecanese and Rhodes. I must point out, however, that while you may be lucky in your weather, it may be the reverse, especially in January and February, which are often the two wettest months in the Mediterranean. I am afraid that for guaranteed sunshine you must go farther afield.

For a combination of real warmth and exotic appeal it is hard to beat the Caribbean Sea. Two luxury cruises are offered by the M.V. *Batory* (Gdynia America Line) and the *Antilles* (French Line). The former ship has just had a refit, and she sails from Southampton on January 17 for the West Indies, calling at ten ports and returning to the U.K. on February 23. Fares range from £200, and the number of passengers will be restricted to around 400. In the case of the *Antilles*, there are still a few vacancies for the voyage which leaves England on February 25. This French ship is outstanding in luxury and comfort. Fares are from around £200.

For simpler tastes, there are round voyages by new German freighters, with excellent accommodation, to Caribbean ports and, in some cases, calls are made to those on the mainland of Central America. There is a good choice of sailings, and prices for a trip of about five-six weeks start at £160. This figure includes the ticket to and from the port of departure, either Hamburg or Bremen. There are other opportunities available to travel to this part of the world, so if one line is fully booked up around a desired date, you may have a further choice. But this is a matter for consultation with your travel agent.

For those who want to be sure of definite times of sailing and frequent departures, there are the regular runs by the big lines, all offering a considerable degree of luxury and provided with a range of social life. The Union-Castle offers weekly sailings to South Africa, the return fares being from £260 (first class) and from £137 (Tourist); the P. & O. Line has a sixty-eight-day round voyage to Australian ports for £360; the Royal Mail Lines to Rio de Janeiro, Santos, Montevideo and Buenos Aires for £335 (first class), £225 (second). Enquire, too, about possible special excursion rates.

If you wish, you can also make triangular voyages—changing ships at terminal ports. For instance, you can travel out to Buenos Aires by Royal Mail, change to Royal Interocean Line for Cape Town, where you then return home by Union-Castle; the inclusive fare being from £403 (first class). Or from Buenos Aires, by Royal Interocean Line, you can reach Singapore, there to take a P. & O. liner to the United Kingdom. One more suggestion, from quite a number of organised possibilities, would be to make the triangular link between U.K. to Mombasa, Mombasa to Bombay, Bombay to U.K.

Some other suggestions for winter cruises to warmer climes are: (i) by Booth Line, from Liverpool monthly, a sixty-day round trip taking you a thousand miles up the River Amazon, the cost first class being £300. (ii) By Home Lines, from Southampton on January 26, staying three days in New York and then cruising for sixteen days in the West Indies, returning to New York on February 23, and arriving back in Plymouth on March 4. Fares are from £270 (Tourist class) and from £350 (First class). The ship may be used for no extra charge in New York. (iii) By Lloyd Triestino, from Genoa on Dec. 30, for a winter cruise to Ceylon and India. Duration forty-six days, and fares from £210. (iv) Also by Lloyd Triestino, from Venice on January 8, for a round voyage to Cape Town via the East Coast route. Duration forty-eight days, and fares from £295 (First class) and from £190 (Tourist). (v) By P. & O. Line, from London on March 15 for a round voyage to Japan. Duration seventy-four days, and fares from £403 (First class). (vi) By Royal Mail Lines, from Southampton on February 5, a forty-seven-day round trip to Buenos Aires (with use of ship as an hotel), the fares being from £388 (First class), £261 (Second). (vii) By Hamburg Amerika Line (E. H. Mundy Ltd. are U.K. agents), the new cruise ship, s.s. *Ariadne*, is making a series of spring voyages in the Mediterranean. Duration is from fourteen-twenty days, and fares are from £78.

Finally, a round-the-world voyage at a reasonable price. I have good reports of regular departures by new Japanese freighters. The outward journey takes you to Japan by way of the Panama Canal and Los Angeles. You then change vessels, returning to Britain with calls at Manila, Hong Kong, Singapore and other eastern ports. The inclusive cost for this odyssey, taking close on four months, is from £330. Informal Travels can supply further details.

ON THE EAST COAST OF AFRICA: The camera looks down on a busy scene in the Old Harbour at Mombasa, in Kenya. In the foreground men are handling bananas. Mombasa is suggested as a port for making "triangular voyages" — from Britain to Mombasa, Mombasa to Bombay, and from Bombay home.

USEFUL ADDRESSES

Bergen Line, 21, *Cockspur Street*, *London*, *S.W.*1.
French Line, 20, *Cockspur Street*, *S.W.*1.
Greek Line, 28, *Piccadilly*, *W.*1.
Gdynia America Line (*see Stelp and Leighton Ltd.*).
Hamburg Amerika Line (*see E. H. Mundy Ltd.*).
Lloyd Triestino Line, 35, *St. James's Street*, *S.W.*1.
P. & O. Line, 122, *Leadenhall Street*, *E.C.*3.
Royal Mail Line, *Leadenhall Street*, *E.C.*3.
Union Castle Line, 3, *Fenchurch Street*, *E.C.*3.
Adriatica Line (*see Italian General Shipping Ltd.*).

Specialist Travel Agents:

Thos. Cook and Son Ltd., *Berkeley Street*, *W.*1.
D. H. Drakeford Ltd., 60, *Haymarket*, *S.W.*1.
Informal Travels Ltd., 45, *Queensway*, *W.*2.
E. H. Mundy and Co. Ltd., 87, *Jermyn Street*, *S.W.*1.
Oceanways Ltd., 23, *Haymarket*, *S.W.*1 (*for local Greek shipping lines*).
Stelp and Leighton Ltd., 9-13, *Fenchurch Buildings*, *E.C.*3.
Western Shipping and Air Travel Ltd., 39, *Jermyn Street*, *S.W.*1.
Italian General Shipping Ltd., 158, *Fenchurch Street*, *E.C.*3.

CARNIVAL TIME IN GERMANY

Carnival Time starts in Germany at 11.11 p.m. on November 11, but does not really get into its stride until after Christmas, and finishes, with a climax of merriment, on Ash Wednesday. In fact, during the last "three mad days" preceding Lent, the festivities reach a scale of pageantry and Bacchanalian foolery which is not excelled elsewhere in Europe. From personal experience, I can assure any British visitor that he (or she) will be received with open arms by the Germans at carnival-time and be invited to scores of balls and other celebrations. There is no better cure for the "blues," and I suggest that a holiday taken in some popular centre—Duesseldorf, Cologne, Mainz or Munich, for instance—will be a truly memorable experience. The German Tourist Information Bureau in London (6, Vigo Street, W.1) can provide the dates of some of the most important carnival events.

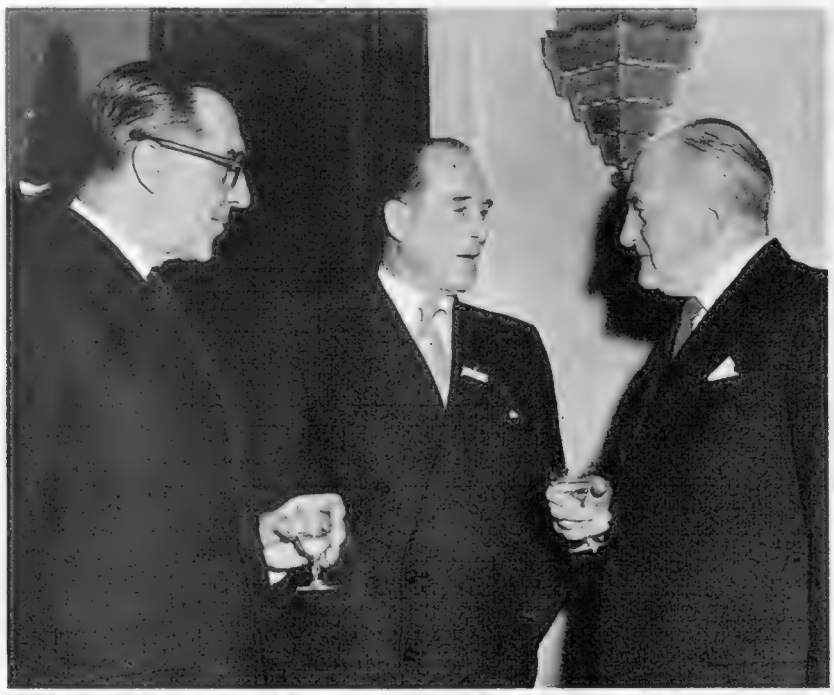
CANADIANS TOUR BRITAIN

Members of the Trade Mission see Britain's Industries

The Canadian Trade Mission is the biggest ever sent out by the Canadian Government and is also the biggest ever to visit Britain from any country. From London the fifty-seven members set out on their tour of the industrial centres in a special train, and travelled westwards to Harwell, Bristol and Wales. At Paddington, where they were seen off by Sir William Rootes, chairman of the Dollar Exports Council, Mr. Gordon Churchill, the Canadian Minister for Trade and Commerce, who is the leader of the Mission, spoke about their journey, which he described as a "voyage of discovery." "We are," he said, "looking over your industry and productive capacity and hope we will find a lot of things which we can buy for Canada." Earlier, Mr. Churchill had said that they had "made a very good start at the Board of Trade." When they visited the Bristol Aeroplane Company, Mr. Peter Masefield said: "We believe the Britannia is going to be able to put Canadian Pacific in a very competitive position on world routes." Later, the members toured the works of the Steel Company of Wales. Visits are also being made to the Midlands, the North Country, Scotland and Northern Ireland.

AT THE WORLD'S FIRST NUCLEAR POWER STATION: Members of Canada's Trade Mission to Britain are leaving Calder Hall in Cumberland. They had been visiting the station during their tour of various centres in Britain in connection with their mission, the aims of which are to stimulate exports from this country to Canada.

AIRCRAFT AND STEEL: *Left*—Mr. Gordon Churchill (centre), Minister of Trade and Commerce and leader of the Mission, is looking at the Thor ramjet engine at the Bristol Aeroplane Company's works at Filton, Bristol. On the left is Mr. Peter Masefield, the Company's managing director, and on the right is Mr. G. L. Issott, the assistant commercial manager. *Right*—Members of the Trade Mission, some of them wearing protective helmets, are seen at the Steel Company of Wales, at Margam.



WITH LEADERS OF COMMERCE AND MEMBERS OF THE GOVERNMENT: *Left*—Mr. B. B. Gattie (centre) (President, the British Columbia Lumber Manufacturing Association, Vancouver) is in conversation with Lord Monckton, left (Chairman, Midland Bank), and Lord Mills (Minister of Power). They were attending the luncheon in London, given by the Dollar Exports Council. *Right*—Members of the Mission meet Sir David Eccles (President of the Board of Trade). Mr. Churchill is on the left. On the right are Mr. J. S. Duncan (Chairman of the Hydro-electric Power Commission of Ontario), and Sir William Rootes (Chairman of the Dollar Exports Council).

Architects for the main hospital buildings are W. H. Watkins, Gray, F.F.R.I.B.A., and Partners, of London, and, for the ancillary buildings, Architect's Department of the Federal Public Works Department. Consultant structural engineers: Ove Arup and Partners.

The world's latest teaching hospital at Ibadan was built by Costain (West Africa) Ltd

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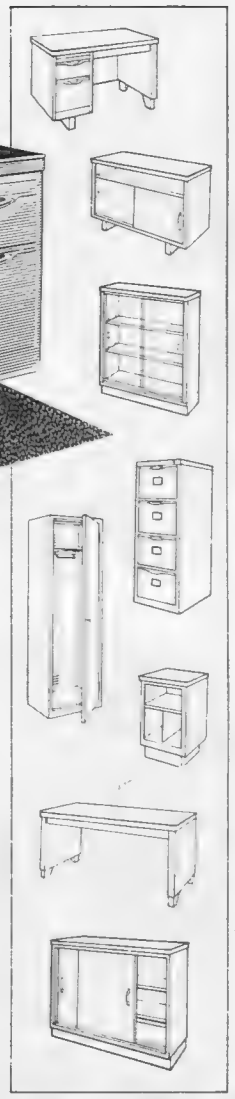

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A SPECIAL BRIDGE IN VENICE

Usually There are only Three Bridges Over the Grand Canal, but on One Day of the Year There are Four

It is common knowledge among visitors to Venice that only three bridges span the famous Grand Canal. But what the majority do not realise, however, is that on one day of the year there are four. This is on November 21, when all Venice citizens repeat their gratitude to the Madonna for saving the city from the plague in 1630. The great octagonal church of Santa Maria della Salute was built after the plans of Baldassare Longhena in order to fulfil the vows made for its erection if the city were spared. The dome of the church is one of the most striking features of the view from the mouth of the canal. Inside, the high altar, with a marble group of the Virgin casting out the plague, is flanked by four columns from the Roman theatre at Pola.

It is from the Campo Santa Maria del Giglio to the narrow Calle San Gregorio that once a year a wooden bridge is erected over a closely-lashed row of barges, to give easy access to the church. The bridge is open to the public on the evening of November 20, and a prologue to the following day's activities begins at midnight, when the vendors of votive candles and tapers, as well as the traditional spun sugar and candy, start preparing their stands for the crowds which start streaming in the direction of the church, usually known as the "Salute," at 5 a.m. At 8.30, and also at 10, Masses are celebrated by the Patriarch of Venice, the latter service being preceded by a colourful procession of high clergy and city officials, including the Patriarch and the Mayor of Venice.

The biggest crowds, however, do not congregate until the afternoon, when all offices close and the entire city seemingly squeezes into the narrow "calles" leading to the Salute in order to give thanks to the Madonna—and also to patronise the stalls of the vendors. The volume of people and traffic is such that the main artery is lined with police. The surge continues until 5 p.m., when the last Mass is celebrated, but the crowds are able to use the fourth bridge until the late evening, when it is dismantled until the next November 21.

THE FOURTH BRIDGE OVER THE GRAND CANAL: The temporary wooden structure, erected over barges lashed together by rope, spans the canal from the Campo Santa Maria del Giglio to the Calle San Gregorio. It affords access to the church of Santa Maria della Salute, where once a year special services are held to give thanks to the Madonna for saving the city from the plague of 1630.

A RELIGIOUS PROCESSION OVER THE BRIDGE: High clergy proceed over the bridge on their way to Santa Maria della Salute. They are taking part in a procession which precedes one of the principal services of thanksgiving.

THE STALLS OF THE STREET VENDORS: They have been put up outside the church of Santa Maria della Salute and are laden with votive candles and tapers. The vendors also stock a large supply of traditional spun sugar and candy.

THE CITIZENS OF VENICE GIVE THANKS: The crowds are massed in the forecourt waiting to enter the great church. Thanksgiving services are held throughout the day but the greatest attendance at the "Salute" is during the afternoon, when most of the offices and shops in the city close.

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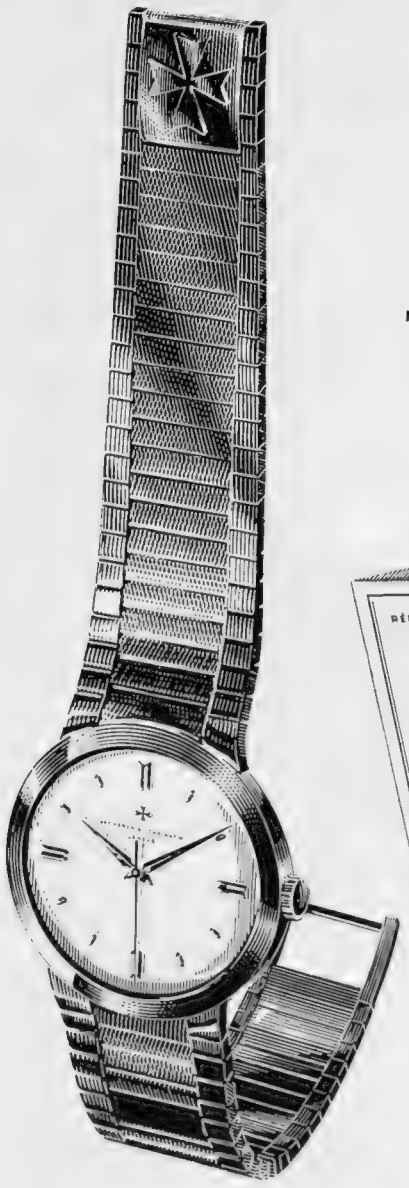

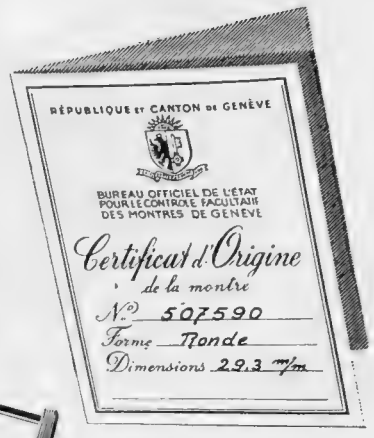

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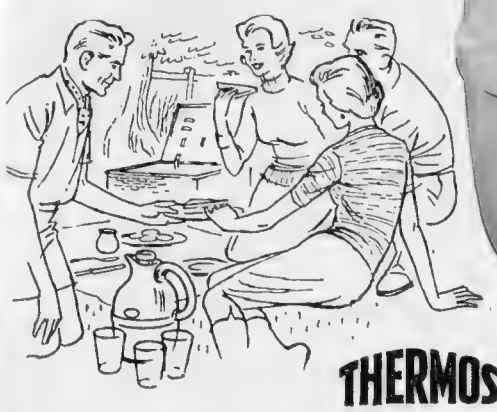

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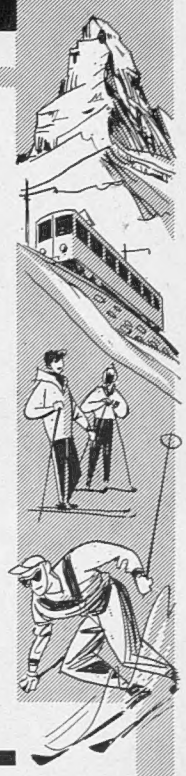

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